

Navy News

DECEMBER 1977 5p

WITH ALL BEST WISHES . . .

After considering all sorts of ways of wishing our readers and advertisers a Happy Christmas — which we do most sincerely — it was agreed we couldn't better a traditional Father Christmas, accompanied, of course, by a couple of Wrens.

Anne Sterck and Linda Damerell, both on training to become naval photographers, went along to Landports, the Portsmouth department store, to whisper their Yuletide wishes into Santa's ear.

Picture: LA(Phot) Bob Dobson.



CHRISTMAS BOOST FOR FIVES MEN

Lifting of the ban on fifth and sixth "fives" provides a welcome Christmas offering for Royal Navy men keen to extend their service to the 27 and 32-year points. The first opportunity has been taken by the Admiralty Board to remove restrictions which were imposed reluctantly earlier this year to help achieve the Navy's Defence Review manpower target.

At the next selection board in April, the number of vacancies in each branch will be decided on the basis of Service needs, overall manpower figures and the normal advancement flow needed at all rating levels.

Although surpluses in some branches may mean there are no vacancies this time, in general opportunities will be much improved. In branches with limited vacancies, preference will be given to men applying for a fifth "five" over those seeking a sixth.

Opportunities for Royal Marines warrant officers, non-commissioned officers and Marines for service beyond 22 years have also been improved.

A DCI calling for applications for the next "fives" Board is being issued early in December. While it is not yet possible to say which branches will definitely have vacancies next April, an indication can be given on which branches are unlikely to have them at any rating level. These are: Comms(G), Comms (T), Regulating, Writer, SA, Cook, NA(AH), AA(AE), NAM, EM(Air) and REA(Air).

But there is no objection to ratings of any branch applying to be considered. If not successful at the next Board, they will be held as standing candidates for consideration at later Boards, provided they have sufficient time to serve.

The DCI will also detail the special interim arrangements being made for men nearing the end of 22 or 27 years service who would otherwise miss the next Board.

Continued in Back Page

Polaris test number two

As part of the policy of maintaining the effectiveness of the British Polaris deterrent, the second in a series of test firings took place from a flat pad at the Cape Canaveral Air Force station, Florida, on November 8.

U.S. and British contractors are acting in support of these trials, which are being conducted under the Polaris sales agreement.

It's their year . . .

In the diamond jubilee year of the WRNS, Leading Wren(Phot) Jill Purves, of H.M.S. Daedalus, has become the first woman to be named the Royal Navy's "Photographer of the Year."

To read about some of the other tasks Wrens have performed since their Service was formed 60 years ago, turn to the centre pages.

PAY: OBJECT IS COMPARABILITY SAYS MINISTER

The significance of a Commons statement that it was the Government's object "as soon as conditions permit to restore the full comparability of the military salary" is being pondered closely by many Servicemen.

Other comments by the Defence Secretary (Mr. Fred Mulley) on pay and trade unionism in the Forces have also attracted wide interest.

Mr. Mulley had been asked if he was aware that many Servicemen were paid less than the firemen whom they would probably be replacing in cities the following week.

Referring to the work of the Armed Forces Pay Review Body towards next year's pay recommendations, he said there was a "real difficulty" about the question of comparability, which was strongly felt in the Services.

On rent and rate rebates, the Minister said officers and other ranks with large families qualified for these rebates. The numbers were about 10 officers and 6,000 men.

Jobs on the side

He also said, "We do not have information about how many people do jobs on the side, but I suspect that that practice is not confined to the Armed Forces."

Mr. Mulley was asked if he would agree "to open up trade union membership and begin negotiations with the Armed Forces about pay."

His reply was, "I am not at all sure that would solve our problem of dealing with the Armed Forces within the Government's pay policy. On the other hand, I have no objection in principle to the Armed Forces, if they are so minded, seeking such representation."

Later, in a written answer, he said, "There has been no change of Government policy in this context. Under present arrangements individual Service personnel are permitted to become members of outside trade unions at any time during their career, subject to the proviso that their union activities must not conflict with the requirements of military discipline."

(Continued in Back Page)

FRONT-LINE FIREFIGHTERS

Well over 3,000 Royal Navy men and Royal Marines from shore establishments have been among the nation's emergency firefighters in many parts of the United Kingdom.

Besides providing nearly a third of all Servicemen for "front line" work during the firemen's strike, the Navy has trained more than 8,000 Servicemen, including Army and R.A.F., at its firefighting schools. See also Back Page.

CRINKLE-TOES!



Glad in "toe-crinkling hot pants," these gorgeous girls of the Second Generation dance team gave a polished demonstration of the Hornpipe to the ship's company of Hong Kong-based H.M.S. Wasperton. The Squadron is still recovering from the experience. Coxswain PG Charles Newcombe accompanied the six British lasses on the ship's fiddle.

Picture: PO(Phot) Stuart Wood

Navy helos in big rescue operation

Sea King helicopters from R.N. air station Culdrose searching storm-tossed waves and supported by other rescue services proved to be the life-saving factor in a mission off the Cornish coast on November 16.

The captain of a sunken cargo vessel, the sole survivor from a crew of six, was rescued by a Sea King during an operation involving 31 aircrew flying a total of 20½ hours. Also taking part in the search were H.M. ships Penelope and Diomedé, Wessex and Wasp helicopters, an R.A.F. Nimrod, two lifeboats and other merchant vessels.

Sea King 593 found the survivor clinging to a waterlogged liferaft at 10.27 p.m., three hours after the first

Mayday message and ten miles from the reported sinking position.

With Lieut. Shaw maintaining the helicopter in the hover, 26-year-old LACMN Martin Newton was winched down by CPOACMN Terry King to help the seaman into the strop. LACMN Newton injured an ankle during the lifting operation.

The crew of the Sea King, one of four from 706 Squadron launched during the operation, also included Cdr. Peter Voute, the Commander (Air), as second pilot, and Lieut. Davidson.

Further searches by two Sea Kings, four Wessex helicopters of 771 Squadron, and a Wasp from the Diomedé failed to find the five remaining crew members, who were presumed to have drowned in the icy sea.

Despite a heavy sea, a Sea King helicopter from H.M.S. Blake winched the ship's doctor down into the fin of a submarine off Portland to give medical aid to a sailor in a separate incident.

The helicopter, piloted by Lieut.-Cdr. Ian Garnett (senior pilot) was launched by 820 Squadron after a call for aid from H.M.S. Opportune. Skilled piloting enabled Surgeon-Lieut. Andrew Yates to be dropped into the submarine after several attempts. He stayed on board to attend the sick submariner until the following morning, when the submarine returned to Portland.

With Lieut.-Cdr. Garnett in the Sea King were Lieut.-Cdr. Doug Squier (observer), Sub-Lieut. Ross Waddams (second pilot) and POACMN Harbisher (aircrewman).

SWOP DRAFTS

These ratings are anxious to exchange drafts. Anyone interested should write to the applicant direct.

JMEM1 (JBD) F. L. Attwood, H.M.S. Falmouth, in refit until April. Will swap for H.M. Ships Bristol, Blake, or Fearless or any seagoing ship or deployment.

OEM1 I. R. Coote, 3F2 Mess, H.M.S. Blake. Will swap for Chatham or Portsmouth frigate.

LSTWD E. Griffiths, c/o Wardroom, H.M.S. Raleigh. Drafted to H.M.S. Hermes (Devonport). Will swap for any Portsmouth or Chatham ship.

MEA(H) P. B. Oldale, H.M.S. Fawn. Drafted to R.N.R. Mersey, April 17, 1978. Will swap for any Devonport ship in refit, or shore base.

POREL F. Thompson, CCTV, H.M.S. Raleigh. Drafted to H.M.S. Kent, April 1978. Will swap for any Plymouth ship.

REM1 P. V. George, 7 Mess, H.M.S. Penelope. Duo Portsmouth FMG (Static) January 23, 1978. Will swap for any shore service Devonport area.

ALMEM, F. Chesser, 2E21 Mess, H.M.S. Ark Royal. Will swap for any Portsmouth ship.

LMEM J. Scott, 63 Franklin Road, Rownor, Gosport. Drafted to H.M.S. Alacrity (Plymouth) February 1978. Will swap for any Plymouth ship.

LWREN(SA) K. Cliphams, WRNS Quarters, RM Depot Deal. Will swap for any Portsmouth shore establishment.

CREL G. J. McGhie, Type 21 Mobile Support Group, H.M.S. Defiance. Drafted to H.M.S. Plymouth (Chatham). May 1978. Will swap for any Devonport ship. Replies to 266, ringmore Way, West Park, Plymouth.

POMEM K. Moss, H.M.S. Hermione. Drafted to Portland (FMG) for 20 months. Will swap for any shore base, or ship in long refit. Plymouth area. Replies to 31, Julian Street, Cattedown, Plymouth.

LS(R) H. C. J. Holness, H.M.S. Sirius in refit Plymouth, due to commission January 1978. Will swap for any Portsmouth ship.

MEM1 (AMC) G. C. Bond. Drafted to H.M.S. Lowestoft. Will swap for any Portsmouth shore base, or refit ship. Replies to 6, Merganser Close, Hardway, Gosport, PO12 4JQ.

REM2 M. Thompson, H.M.S. Inskip. Drafted to H.M.S. Antrim (long Portsmouth refit), January 1978. Will swap for any ship going foreign.

AB(R) J. Woodward, H.M.S. Intrepid (Portsmouth refit). Will swap for any Rosyth ship or shore base.

ALMEM (MTC, MEOW) T. G. Wood, H.M.S. Ashanti (sea trial March/April and then RSU). Will swap for any Devonport ship in refit.

AB C. Brawn, Sick Bay, H.M.S. Dryad. Drafted to H.M.S. Jupiter. Will swap for any Portsmouth ship.

CK S. Day, 3G3 Mess, H.M.S. Ark Royal. Will swap for any Chatham ship or shore base.

MEM1 S. P. Gunby, H.M.S. Dundas. Drafted to H.M.S. London, March, 1978. Will swap for any diesel ship, preferably survey.

OEA2 M. Carter, 1 Pos' Mess, H.M.S. Diomedé. Drafted to R.N.R. Clyde (more than six months) February 20, 1978. Will swap for any shore draft in South of England.

AB (MW3) Oliver, H.M.S. Ark Royal. Will swap for any MCM vessel or frigate, UK based.

AB(M) S. Green, 3J3 Mess, H.M.S. Ark Royal. Will swap for any Portsmouth ship in long refit or any Portsmouth or Plymouth shore base.

WREN TSA J. R. Keggins, H.M.S. Excellent. Drafted to H.M.S. Drake, February 1978. Will swap for any Portsmouth area establishment.

JREM1 M. B. Fleming, H.M.S. Maxton (Rosyth) in refit until late February. Will swap for any seagoing ship, Portsmouth or Chatham.

AB(M) J. Thomson, H.M.S. Wakeful (Faslane). Will swap for any ship going on deployment.

LS(R) A. P. Newman, H.M.S. Hermione. Drafted to R.N. air station Portland, February 22, 1978. Will swap for any Plymouth shore base. Replies to ship or 7, Shaftesbury Cottages, North Hill, Plymouth.

REA2 S. Donaldson, 3 Mess, H.M.S. Penelope until January 14, 1978. Due FOST Portland normal shore time. Will swap for any shore billet or long refit ship.

OEM1, J. G. Edmiston, H.M.S. Mercury. Will swap for any Plymouth shore base, or ship in refit. Those replying must have at least six months shore time due.

AB(R) J. B. Crookford, 72, Furlands, Haylands Estate, Portland. Drafted to H.M.S. Berwick, April 10, 1978. Will swap for any Portland ship or shore base.

CK W. W. Smith, 33 Mess, H.M.S. Fearless. Drafted to H.M.S. Dryad, January 16, 1978. Will swap for any Rosyth shore base.

MEMN1 R. Lane, 2 Mess, H.M.S. Fearless. Drafted to Rosyth FMG Static, January 17, 1978 for 18 months. Will swap for any similar billet in Plymouth or Portsmouth.

MEM1 (AMC) K. Barnes, 3Q Mess, H.M.S. Antrim. Due Portsmouth refit in March. Will swap for any Plymouth ship in refit.

MEA(P) I. Lowry, FMG, H.M.S. Nelson. Drafted to H.M.S. Eskimo (Chatham) April 1978. Sea Service. Will swap for any Portsmouth ship.

ALS(M) S. Wheeler, Vanguard F2 Ground Floor, H.M.S. Nelson. Drafted to H.M.S. Euryalus (Devonport based), Portland Squadron, Joining March, 1978. Will swap for any Portsmouth or Chatham ship.

ELMNI (A). J. R. Porter, 809 Squadron, c/o SNCOs Mess, R.A.F. Honington, Suffolk, drafted to H.M.S. Daedalus (AES) April 12, 1978, will swap for H.M.S. Gannet or 819 Squadron.

OEMN J. Martin, H.M.S. Wotton, refitting Gibraltar until May 1978. Will swap for Portsmouth MCMV, shore base or Portsmouth area ship.

R01(G) Sample, A. Welch, R.N. Commc Whitehall, London. Drafted H.M.S. Cuxton (Rosyth-based) May 1. Will swap for any Chatham or Portsmouth-based ship, destroyer or smaller.

MEM (AMC) I. Golding, Type 21 Mobile Section, H.M.S. Defiance. Drafted to H.M.S. Ark Royal, April 4. Taking fleetboard for ALMEM (Gas) so will swap for any Type 21 or small frigate based in Plymouth.

NA1 (AH3) M. Lambert, 892 Squadron, R.A.F. Leuchars. Will swap for draft to RNAS Portland.

Charybdis pilgrimage

The Leander-class frigate H.M.S. Charybdis visited Guernsey on the annual pilgrimage which commemorates the sinking of the cruiser H.M.S. Charybdis in 1943.

Twenty bodies were washed up on Guernsey beaches after the sinking and the British sailors were buried, with full military honours, by the German occupation forces.

Almost every able-bodied adult turned out for the funeral at Foulon Cemetery, which was visited again this year by officers and ratings from the present Charybdis.

During the passage to Guernsey the frigate stopped at the spot where the wartime Charybdis was sunk and a wreath was laid.

ACTING THE GOAT

H.M.S. Osprey's mascot, Wellington (officially rated Able Goat Herbage Operator) played the part of the reindeer when the ship's company Christmas pudding was mixed. The ingredients provided by Caterer Robert Greaves were placed on a "sledge" for the ceremony.

HELPING HANDS . . . HELPING HANDS . . . HELPING HANDS

Maybe it's because...

London-bound Londoners, walking and cycling to Town from Portsmouth dockyard, raised a total of £450 for charity in separate excursions.

First group from the guided missile destroyer H.M.S. London to take the high road to the capital were the walkers pictured on the right by LA (Phot) Chris McDermott — left to right, MEM2 Cliff, MEM1 Merson, LMEM Everson, MEM1 Mackenzie, LMEM Morrison LMEM Thomas and MEM1 Beaumont.

Four days after setting off the staggering stokers reached Great Ormond Street Hospital, where they handed over a cheque for £150.

A week or so later the pedal-pushers powered their way to London in 8½ hours' cycling time, a feat which raised £300 for the Variety Club Sunshine Coach programme.

They were Leading Seamen Dave Middlecote, Basher Bates, J. C. Cameron, Jock Pritchard and Robbie Robinson.

Sailors and Wrens from H.M.S. Dolphin, the submarine base at Gosport, entertained more than 150 old folk at an old time music hall. Dolphin personnel organised a programme of entertainment and provided refreshments at Atlantis Club.

Two relay teams sponsored by the crew of H.M.S. Tartar ran 60 miles from Portsmouth to a Surrey pub, their ship's namesake, to raise funds for one of the frigate's adopted charities — a home for mentally handicapped children in Lewes.

H.M.S. Raleigh raised £1,000 to refit a specially-adapted coach which has a wheelchair lift, bought eight years ago by the ship's company and trainees to assist the severely disabled of Plymouth. To mark its return to service after a major overhaul a rededication ceremony was held at H.M.S. Raleigh's passing out parade.

Before sailing for Antarctica last month, members of H.M.S. Endurance's welfare committee visited South Africa Lodge, the R.N. and R.M. Children's Home at Waterlooville, Hampshire, which the ship has adopted, and handed over £200 donated by the ship's welfare fund.

Marathon for deaf

A sponsored marathon with a difference by five teams of runners from H.M.S. Fearless raised £250 for Plymouth Deaf Children's Society.

The difference was that the relay was held over part of the original Marathon course when the assault ship paid a visit to Piraeus and Athens.

A junior rates' team won the 17-mile race in 1hr. 40min. 51sec. followed by the wardroom and the midshipmen.

Every sailor on board H.M.S. Guernsey agreed to sponsor MEM William Cormack for 5p a pound when he started a slim on the ship's commissioning day. He aimed to lose at least two of his 15 stone, which would net £50 for charity.

Ratings from H.M.S. Charybdis helped redecorate an orphanage at Zabbar, Malta, after the children were entertained on board.

A visit to Cardiff by H.M.S. Devonshire, following a five-day visit to Esbjerg, Denmark, coincided with a sponsored relay by six runners between Plymouth and the Welsh capital which raised more than £200 for Cardiff Physically Handicapped and Able-Bodied Club.

The Devonshire was the flagship of Flag Officer Plymouth, Vice-Admiral J. Forbes, during the Cardiff visit.

IN IT RIGHT UP TO HERE!



Up to their knees in mud and muck for a good cause are several junior electrical mechanics from H.M.S. Collingwood. The trainees — 22 in all — gave up a Sunday to clear away gorse, thickets and weeds from the perimeter of the lake at Coldeast Hospital, Salisbury Green. Another class from Collingwood later carried on the good work to make the lake-side safe for patients.

Picture: L.Wren(Phot) Glynis M. Shaw.

ARIADNE, BLAKE AND ORPHEUS AID BLIND

When the frigate H.M.S. Ariadne was sent to the Caribbean as part of the reinforcements during the Belize-Guatemala confrontation the ship's company missed the Jubilee celebrations at home so much that they decided to hold their own.

These took the form of a sponsored slim-in and a "village fete" inspired by CPO Kenneth Dobson, the chief bosun's mate.

The events raised a total of £590 for the Guide Dogs for the Blind Association and the money was presented to the association at Devonport in October.

More money was raised for guide dogs when British blind darts champion Mr Terry Day beat the champion "arrow thrower" of H.M.S. Orpheus, MEM Chris Smith, in a charity match on board the submarine.

The money augmented £450 raised during the submarine's last deployment and Mr Day, South-East Area Organizer for the Guide Dogs for the Blind Association, was presented with a cheque for £500 by the first lieutenant, Lieut. Rod Murphy, who said £27 had been raised for a second guide dog through the darts match.

Another ship determined to raise money for a guide dog is H.M.S. Blake, whose welfare committee and 3D2 messdeck have started a programme including tombola evenings and a sponsored cycle marathon between Portsmouth and Liverpool, which the ship was visiting at the end of November.

ON TOP OF THE WORLD!

The greatest showmen . . . on screen

Films for the Fleet



Lauren Hutton in "Viva Knievel"

Two of the world's greatest showmen — Muhammad Ali and Evel Knievel — appear as themselves in the latest films to be released to the Fleet by the Royal Naval Film Corporation.

Meanwhile, the top "box office" draw on the latest list is "The Spy Who Loved Me," the James Bond adventure which the Royal Navy helped to make.

Alex and the Gypsy (AA) — Jack Lemmon, Genevieve Bujold. A man who arranges bail for a girl accused of attempted murder discovers that, although she skips out leaving him to stand the financial loss, life may not after all be so bad. Fox. No. 510.

The Island of Dr. Moreau (A) — Burt Lancaster, Michael York, Nigel Davenport. Based on an H. G. Wells story; this film tells the tale of a scientist on a lonely island whose experiments on animals lead him to the creation of a colony of half-humans. Brent Walker. No. 511.

The Spy Who Loved Me (A) — Roger Moore, Barbara Bach, Curt Jurgens. When someone starts kidnapping nuclear submarines, the British call in Cdr. James Bond, Special Agent 007. United Artists. No. 512.

My Name is Nobody (A) — Henry Fonda, Terence Hill. In 1899, the fastest gunman alive is planning to retire to Europe. Will he be allowed to retire alive? Gala. No. 513.

Viva Knievel (A) — Evel Knievel, Gene Kelly, Lauren Hutton. Adventure film made around motor-cycle stunt scenes and a thrilling cycle chase. Columbia-Warner. No. 514.

The Late Show (AA) — Art Carney, Lily Tomlin. An elderly ex-detective finds himself plunged comically into a world he thought he had left behind when he was a private eye in the 1930s. Columbia-Warner. No. 515.

The Greatest (A) — Muhammad Ali, Ernest Borgnine. Dramatisation of the extraordinary life of world heavyweight boxing champion Ali. Columbia-Warner. No. 516.



Beauty (Barbara Carrera) and Beasts in "The Island of Dr. Moreau."

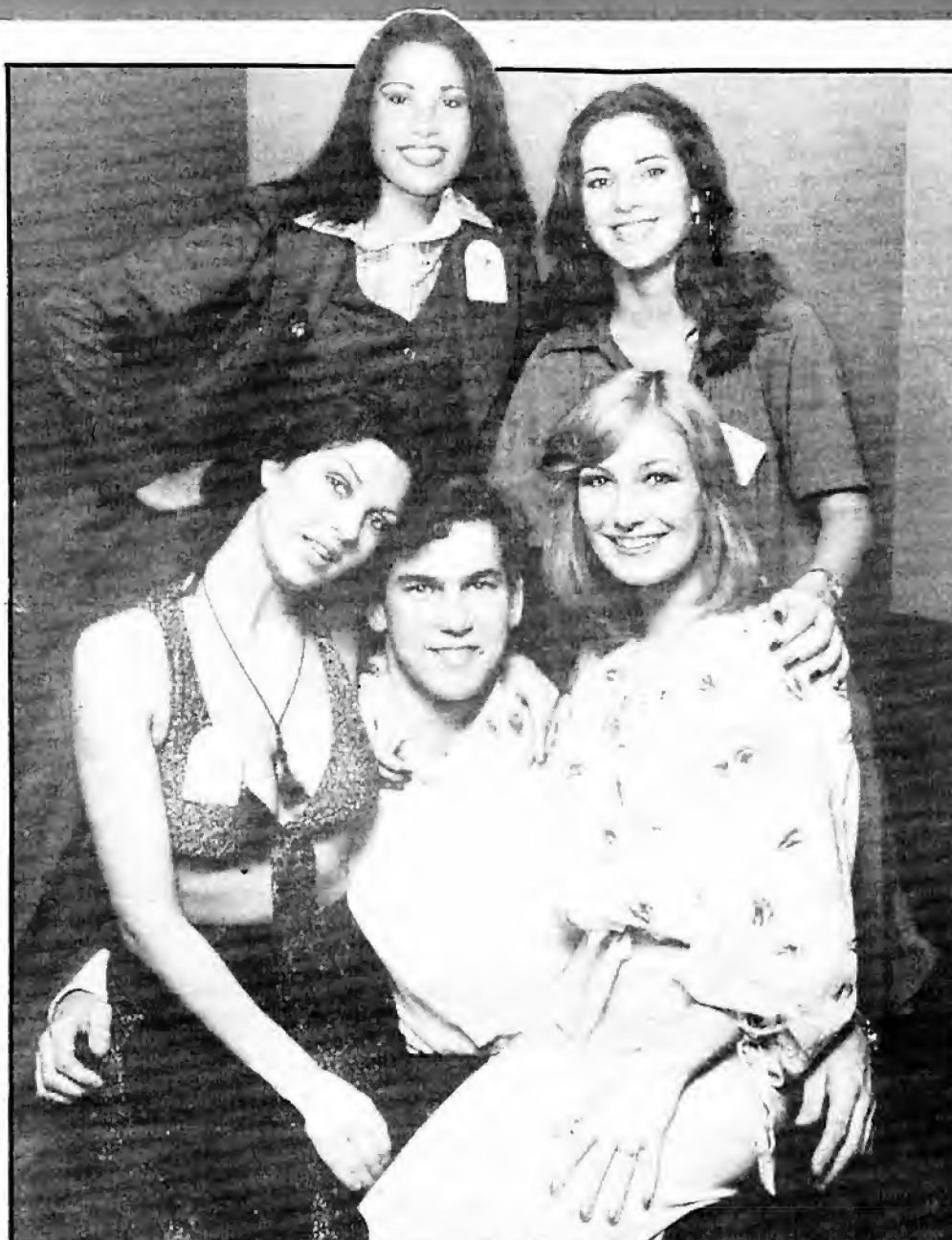
The loveliest girls . . . in person

When escorts were sought for the Miss World contestants on a visit to a London night club the organizers naturally turned to the Royal Navy — after all, isn't the slogan "Join the Navy and see Miss World"?

In all, 20 young men from the Naval Air Command had the night of their lives at a party given by Mrs. Julia Morley, one of the luckier guests being Midshipman Andrew Fickling.

Andrew, of 705 Naval Air Squadron, is pictured surrounded by a quartet of lovelies — Miss Ireland (left) and Miss Isle of Man (right) on his knees and Miss Guam (left) and Miss Gibraltar (right) standing.

Picture: PO(Phot) Les Watt.



Boxing Day comes early for Hong Kong's punchy padres

"Fight the good fight" was a message taken literally by two Welsh padres in Hong Kong when the approach of Christmas brought to a head their differences — or rather their similarities. Both claim to be the First Noel.

Chaplain Noel Jones (right) of H.M.S. Tamar, claimed the title by virtue of "age (45) and excellence."

"Not so," countered Chaplain Noel James, of R.A.F. Kai Tak, just across the harbour. "I'm a R.A.F. man and at 34,000ft. I am always nearer my God than thee."

STALEMATE

The clerical Celts, in a manner befitting gentlemen, fought a title fight at dawn at H.M.S. Tamar under the keen eye of POPT Pete Marr. But the punching padres, both rugby players and tough as old boots, found that neither could gain an advantage over the other and this Boxer Rebellion ended in stalemate.

The military authorities in the British Far East are carefully checking that there are no troops named Wenceslas in the garrison to avoid other inter-Service disputes before the Season of Goodwill!

Picture: PO(Phot) Stuart Wood.



DRAFTY'S CORNER

Don't lose your leave

Drafty, in spite of many suggestions, is only human. In spite of the fact that some Drafting Officers do own crystal balls, your exact leave entitlement is only known to Drafty if you tell him.

Your ship is responsible for informing Drafty of the correct amount of leave outstanding at the end of your seagoing draft and your normal method of informing Drafty is by way of your Drafting Preference Card which shows your Availability Date — the date when you are expected to take up a new draft after leave. Drafty knows the date you left your ship and so a quick calculation (or is it subtraction?) gives the number of days leave your commanding officer has approved.

Drafty does not wish to see you off for your well-earned leave so he errs, if necessary, on your side to see that you get your full entitlement of leave.

Providing Drafty is informed of your leave in good time he can take it into account when planning your future draft. A last-minute request to take additional leave can reduce the chances of receiving a much sought-after draft.

Each Branch of the Service has a built-in drafting margin added to the number of billets to be filled by that Branch. This margin allows for leave, sickness, welfare and a host of other problems.

Special requests

In shore establishments, your commanding officer will ensure that you receive your full leave entitlement, giving two weeks leave at the end of spring, summer and Christmas terms. If you are serving in a new entry training establishment and work longer hours than other establishments you will be entitled to additional leave: this is made known to you by your commanding officer.

In addition to this seasonal leave there are provisions to cover individuals' special requests,

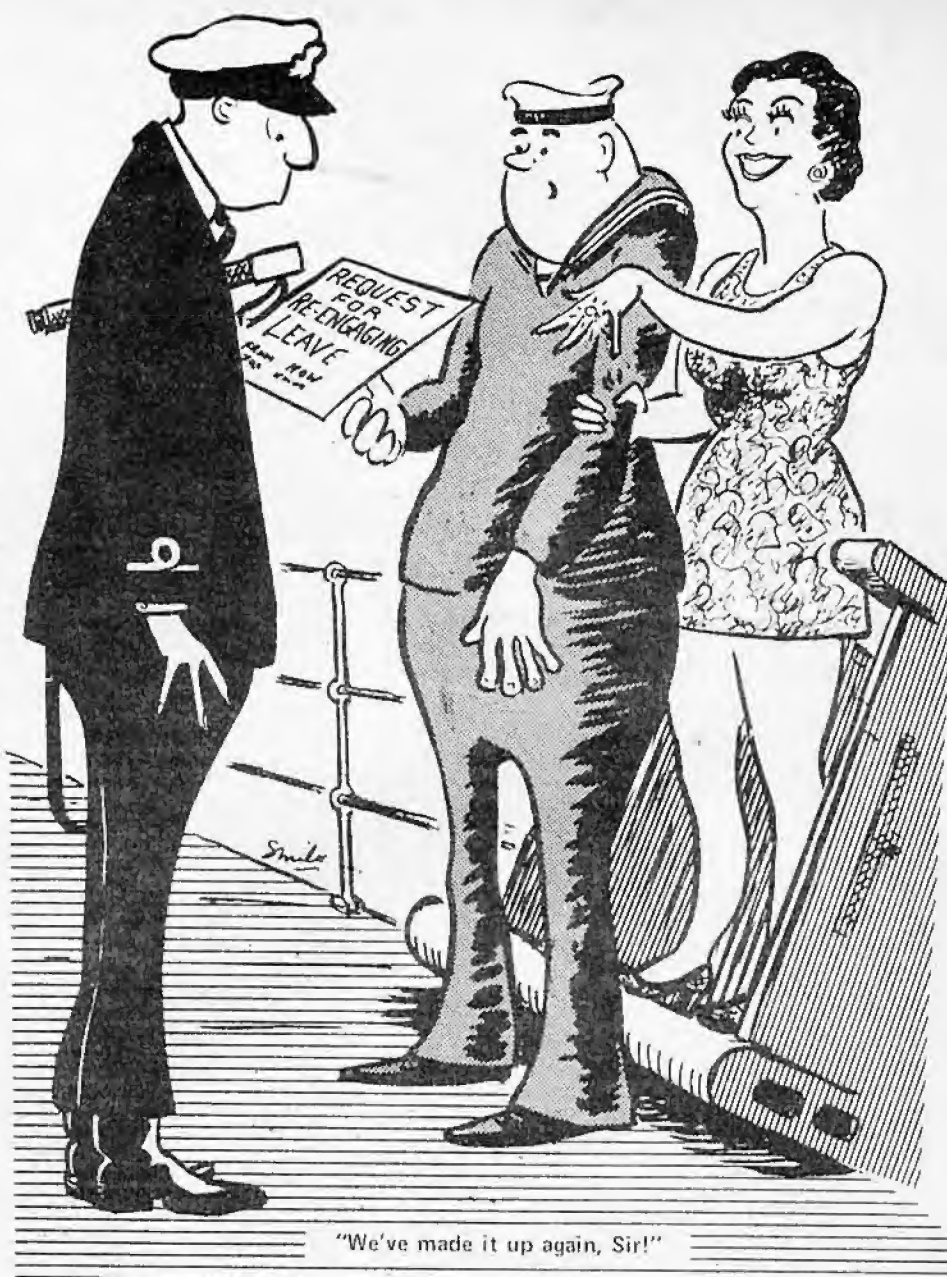
for example on marriage or after the wife's confinement. This leave may be granted by the commanding officer as advance seasonal leave and does not usually create problems for Drafty unless it coincides with a Career Course or a long Pre-Joining Course (PJT) before going to your next ship. If these courses have been planned, make your request as early as possible so that, if possible, some adjustment can be made.

Men on sea service have to take their leave when it is operationally convenient to do so, taking into consideration ship's movements and refits. Knowing that leave is difficult to grant once you have joined a ship, Drafty gives plenty of notice of your sea draft. Besides benefiting your private interests, this notice also ensures that your present commanding officer has the opportunity to send you on all leave due to you. When you sign your Draft Order to indicate that you have understood it, a note states, among other things, that you should join your new ship "having had all leave due."

While you are serving at sea the Fleet Programme is planned so that your ship should spend sufficient time each year in a U.K. base for adequate leave to be given. These periods are planned, as often as possible, to coincide with school holidays so that you can be with your family for Christmas and the summer holiday in Blackpool or the Costa Brava.

The basic annual leave allowance for all ratings is 36 days. In addition, "seagoers" get six days a year seagoing leave. To this may be added nine public holidays (including four days over Christmas) and one day for the Queen's Official Birthday, which, if not taken at the correct time, may be granted in addition to the annual leave allowance provided that the extra days are taken within four months of the official holiday concerned.

Commanding officers of ships are instructed to ensure that a minimum of two thirds of your leave entitlement (28 days) is taken within the commission. When this cannot be done it causes Drafty much pain since he makes all his plans for you joining your new establishment (for your career courses, for example) on the assumption that you will not have more than one third of your leave outstanding, with a little leeway, of course. A big



balance of leave notified at short notice throws a spanner in the system and may result in either your being unable to have all the leave due or cause withdrawal from course or a last minute change of draft.

Missing the boat

Re-engaging leave can also be a thorn in Drafty's side if sprung on him at short notice. It can also cause much disappointment when you find you have missed the boat. If you want to take this leave between drafts you must give at least four months notice (or seven months if your next draft will be to sea). Less notice prejudices your chance of getting your leave at a time convenient to you and may even be the cause of losing leave.

Entitled ratings frequently accumulate re-engaging leave because they cannot be spared during a particular draft, or they save it up for a "rainy day." Others like to keep re-engaging leave until nearer the time they are to leave the Service in order to give them more time for job-hunting.

But beware saving it up too long: a rating giving notice loses the right to any outstanding re-engaging leave, and in no circumstances may it be added to any leave due (Terminal or Invaliding) immediately prior to your discharge from the Service. If not taken by this time you have missed the boat and the leave is forfeited.

Finally, if you are in doubt about your leave entitlement you should see your divisional officer or the MAA because they have access to the detailed regulations on leave.

WASHINGTON DINNER

The First Sea Lord, Admiral Sir Terence Lewin, was guest of honour at the Trafalgar Night Dinner given by R.N. and R.M. officers serving in Washington DC. It was attended by more than 110 hosts and guests, including 35 U.S. Navy officers of Flag rank.



SHE'S THE NEW AVENGER!

H.M.S. Avenger, the eighth and last of the Royal Navy's Type 21 frigates, is pictured above undergoing her contractors sea trials. She is being built by Yarrow Shipbuilders Ltd., at Scotstoun on the Clyde, and is due to be accepted into service early next year.

Like her sister ships, the Avenger has high accommodation standards and her senior officer, Lieut.-Cdr. M. L. Ladd, reports that during her sea trials she performed well in the face of

Storm Force 10 winds and heavy seas.

She is to be armed with Exocet missiles, anti-submarine torpedoes, a 4.5in. Mk 8 gun, and a Lynx helicopter. She is also fitted with many other modern sensors and the CAIS Computer system.

On November 8 two members of the ship's company, MEA(H) John Cook and POPT Alan Freeman travelled to Coventry to call on Mr. Bert Dunn (see picture right) and present him with a plaque bearing the badge of H.M.S. Avenger. Mr. Dunn — who

always wanted to join the Royal Navy, but was persuaded by his father to join his four brothers in the Army — has an enormous collection of ships' badges, cap tallies, and other "nautical nick-nacks" in what he calls the Navy Room of his council house.

The Avenger badge presented by John and Alan, who were quite taken aback by the vast array of items in the Navy Room, completes Mr. Dunn's collection of Type 21 badges.

Picture: Coventry Evening Telegraph



Members of the ship's company now standing by the new H.M.S. Avenger in Glasgow are keen to hear from any old shipmates who served in previous Avengers. They are asked to write to Lieut.-Cdr. M. L. Ladd, H.M.S. Avenger, c/o Yarrow Shipbuilders Ltd., Scotstoun, Glasgow.

Research into the history of previous Avengers (the latest ship is the eighth to bear the name) has revealed an interesting coincidence: both the fifth and sixth Avengers were sunk by German submarines — and both the submarines bore the pennant number U155.

Avenger No. 5 was an armed merchant cruiser which was converted from the 15,000 ton liner Aetearoa. She was sunk by U155 west of Gibraltar on June 14, 1917.

Avenger No. 6 began life as the 9,700 ton motor liner Rio Hudson and she was converted to an auxiliary aircraft carrier and commissioned in March, 1942. After a distinguished, albeit short, career she was hit by a torpedo from U155 on November 15, 1942, and sank in less than two minutes.

SHIPS OF THE ROYAL NAVY No. 265

NOW, FOR ARDENT FANS...



H.M.S. Ardent: Exocet missiles have yet to be fitted forward of the bridge.

Pictures: LA(Phot) Iain Ferguson

H.M.S. Ardent, which commissioned at Devonport on October 14, is the first Type 21 frigate to be fitted with STWS — ship-launched torpedo weapon system — and the new electronic warfare equipment.

Seventh of eight Type 21s for the Royal Navy and the fourth to be built by Yarrow (Shipbuilders), Ltd., she was laid down on February 22, 1974, and launched by the Duchess of Gloucester on May 9, 1975. The class was designed as a collaborative venture by Yarrow's and Vosper Thornycroft, Ltd.

Powered by Rolls-Royce Olympus and Tyne gas turbines, the Ardent has the Seacat surface-to-air missile system, a 4.5in. Mk. 8 gun and anti-submarine homing torpedoes and will eventually have the Exocet surface-to-surface



Battle Honours: Camperdown 1797, Copenhagen 1801, Jutland 1916, Atlantic 1939-40, Norway 1940, Scharnhorst 1940.

Motto: Through fire and water.

missile system and the twin-engined Lynx helicopter. Like other ships of the

Amazon class, her living accommodation will be of a high standard with air conditioning, bunk sleeping, separate dining halls and cafeteria messing.

The Ardent is the eighth warship to bear the name.

The first, launched in 1764, was commanded by Capt. George Keppel under Vice-Admiral Lord Howe during the defence of New York in 1778. Later, under a new captain, she was captured by the French off Plymouth but was recaptured by Admiral Rodney at the Battle of the Saintes.

Narvik

The second Ardent took part in the occupation of Toulon by Vice-Admiral Lord Hood, and the third gained battle honours at Camperdown and at Copenhagen, the latter during Nelson's famous attack on the Danish fleet.

Ardent No. 6, the first warship built with longitudinal framing, was sunk at the Battle of Jutland on June 1, 1916, and the seventh, again a destroyer, was sunk off Narvik by the German battle ships Scharnhorst and Gneisenau on June 8, 1940.

Principal guest at the new H.M.S. Ardent's commission-

H.M.S. Ardent: She is affiliated to the Scots Guards, the town of Milford Haven, and T.S. Avon, the Bath unit of the sea Cadet Corps.



PHOTO POSTCARDS

Postcards in the Ships of the Royal Navy series are obtainable from Navy News, H.M.S. Nelson, Portsmouth, PO1 3HH. Price 10p each inc. postage and packing (75p per dozen), stamps, postal orders, or cheques. A standing order for the supply of each card on publication for 12 issues can be arranged on receipt of postal order or cheque for £1.40. Albums to hold 64 Navy News postcards are £1.50 each (including postage).

Only postcards of ships listed here are available.

Abdiel, Acheron, Achilles, Adamant, Agincourt, Aisne, Ajax, Alamein, Albion (mod), Albion (pre-mod), Alderney, Amazon, Ambuscade, Andrew, Andromeda, Antelope, Antrim, Apollo (minelayer), Apollo (Leander class, 1972), Apollo (1975), Ardent, Arethusa (pre-mod), Argonaut, Ariadne, Ark Royal (mod), Ark Royal (pre-mod), Armada, Arrow, Ashanti (1972), Ashanti (1975), Auriga, Aurora, Bacchante, Barrosa, Beagle, Belfast, Bermuda, Berry Head, Berwick (mod), Berwick (pre-mod), Birmingham, Blackpool, Blackwood, Blake (pre-mod), Blake (mod), Brave Borderer, Brighton (mod), Brighton (pre-mod), Bristol, Britannia (pre-mod), Britannia (mod), Broadsword, Bronington, Bulldog, Bulwark (pre-mod), Bulwark (mod), Cachalot, Cambrian, Camperdown, Caprice, Carron, Carysfort, Cavalier, Centaur, Charybdis, Chevron, Chichester (pre-mod), Chichester (mod), Churchill, Cleopatra (pre-mod), Cleopatra (mod), Conqueror, Corunna (mod), Corunna (pre-mod), Courageous, Cumberland, Dainty, Dampier, Danae, Daring, Dartington, Defender, Defiance, Devonshire (1964), Devonshire (1974), Diamond, Diana, Dido, Diomedes, Dreadnought, Duchess, Dundas,

Eagle (mod), Eagle (pre-mod), Eastbourne, Echo, Endurance (1969), Endurance (1977), Engadine, Eskimo, Euryalus, Excalibur, Explorer, Exmouth, Falmouth, Fawn, Fearless, File (pre-mod), File (1975), Finwhale, First Fast Training Boat Squadron (Gull, Sabre, Scimitar on one postcard), Forth, Galatea, Gambia, Girdle Ness, Glamorgan, Glasgow, Grafton (No. 1), Grafton (No. 2), Grenville, Gurkha, Hampshire (pre-mod), Hampshire (mod), Hardy, Hartland Point, Hecate (1967), Hecate (1976), Hecla, Herald, Hermes (pre-mod), Hermes (mod), Hermione, Hong Kong Squadron Patrol Craft (Wolverton, Beauchamp, Wasperton, Yarrington, Monkton on one postcard), Hubertson, Hydra, Intrepid, Jaguar, Jersey, Juno, Jupiter, Jutland, Kent (pre-mod), Kent (mod), Kenya, Koppel, Kingfisher, Kirkiston.

Layburn, Leander, Leopard (mod), Leopard (pre-mod), Lincoln, Lion, Liverpool, Llandaff, Loch Fada, Loch Killisport, Loch Lomond, Lofoten, London, Londonderry, Lowestoft, Lyness, Lynx (mod), Lynx (pre-mod 1), Lynx (pre-mod 2), Maidstone, Manxman, Matapan, Maxton, Mermaid, Minerva, Mohawk, Mounts Bay, Murray, Nalad, Newcastle, Newfoundland, Norfolk, Nubian, Oberon, Ocean, Ocelot, Odin, Olmeda, Olympus, Olwen, Onslaught, Onyx, Opposum, Opportune, Oracle, Orpheus, Osiris, Otus (No. 1), Otus (No. 2), Palliser, Penelope, Phoebe, Plymouth (mod), Plymouth (pre-mod), Porpoise, Protector, Puma, Rapid, Reclaim (mod), Reclaim (pre-mod), Redpole, Relentless, Renown, Repulse, Resolution, Revenge, Reward, Rhyl, Roebuck, Rorqual, Rothesay, Russell.

Salisbury (pre-mod), Salisbury (mod), Scarborough, Scorpion, Scylla, Sealion, Sheffield (Type 42), Sheffield (cruiser), Shoulton, Sidlesham, Sir Gairnnet, Sirius, Soberton, Sovereign, Striker, Stromness, Superb, Swiftsure, Taciturn, Talent, Tartar (pre-mod), Tartar (mod), Tenacity, Tenby, Tidepool, Tidesurge, Theseus, Tiger (pre-mod), Tiger (mod), Token, Torquay (pre-mod), Torquay (mod), Triumph, Troubridge, Trump, Tyne, Ulster, Undaunted, Undine, Ursa, Valiant, Vanguard, Victorious, Vidal, Vigo, Virago, Wakeful, Walrus (mod), Walrus (pre-mod), Warrior, Warspite, Whitby, Wilton, Woolaston, Yarmouth, Zest, Zulu.

FACTS AND FIGURES

Displacement: 3,200 tons. **Length:** 384ft. **Beam:** 41.75ft. **Armament:** One 4.5in. Mk. 8 automatic gun, quadruple Exocet surface-to-surface missiles (to be fitted), quadruple Seacat surface-to-air missiles, two triple torpedo tubes, two 20mm. Oerlikon guns, one Wasp

helicopter (to be replaced later by a Lynx). **Machinery:** Two Rolls-Royce Olympus gas turbines developing 50,000 shp giving a speed of more than 30 knots; two Rolls-Royce Tyne gas turbines developing 7,700 shp for cruising. **Complement:** 12 officers, 163 ratings.



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Why R.F.A. pair were unwelcome

A run-ashore partner and I recently tried to gain admission to the Royal Fleet Club in Devonport and were refused. At the time both of us were sober and, to my mind, respectably dressed in slacks, shirts and sports jackets.

Admission to Stella Maris, Flying Angel and other Merchant Navy clubs by Royal Navy personnel is welcomed and encouraged by all merchant seamen, even though R.N. crews (like our own) sometimes let themselves down. So why are we barred?

Is it permissible to serve the Royal Navy and not be served in their clubs?

● *Serving members of the R.N. and R.M. are automatically members of the club, but the committee decided to exclude R.F.A. personnel some time ago following problems and incidents which had arisen, we are told. However, R.F.A. personnel who can produce evidence of R.N. service and who pay an annual subscription of 50p can be associate members. The Tot Fund assisted towards improvements in the club, which is supported by money from ships and establishments in the Plymouth Port area, but the R.F.A.s are not among these contributors. — Editor.*

R. Forrester
Yeoman of Signals
Ex-RO2(T) R.N.

R.F.A. Retainer

The Drake murals

During the mid-Fifties the walls of the stokers' dining hall in H.M.S. Drake, Devonport, were decorated by large murals depicting medieval and eastern scenes.

Does any reader know of their origin?

Frank Johnson
Ex-M/E1

16, Palmyra Road,
Bedminster,
Bristol BS3 3HU

With the advent of movements on things like equal opportunities and racial discrimination to give fair treatment to all, is there any chance of the single Serviceman/woman becoming any more than a second class citizen?

In an effort to have something to show for an eventual 22 years of Service life, I have just brought a modest house. Although I have signed on for pension, I do not qualify for Long Service Advance of Pay — a fact that surprises my married friends and astounds me.

While serving in Portsmouth area the house is a godsend, but if my next shore service happens

to be outside this area I doubt if I could maintain my mortgage repayments and pay food and accommodation charges. Even if I did, I would be able to see it only four times a year by warrant.

There are quite a few Service people in my position, trying to be financially independent of the State and welfare organizations when we "go outside". What should we do? Pay the food and accommodation charges and blow the rest of our pay, moving into a hostel or lodgings on our retirement, or adopt a responsible attitude in our finances?

To treat and regard single servicemen as monks is archaic in today's society. Just because a man is categorized as single doesn't necessarily mean that he

isn't leading a family life. Many married men are astounded to learn of the legion of anomalies in pay for the single person. I don't wish to deny the married man his very necessary "extras." All that I ask is to be able to sit at the same table.

How can anyone defend a system that pays the unaccompanied married man more Local Overseas Allowance than his single counterpart? Is his "run-ashore" more expensive than mine?

The present financial discrimination is indefensible. Single is not synonymous with celibate, second-class, spendthrift or stupid.

P. Gunning
CPOs' Mess,
H.M.S. Dolphin.

● *If there were sufficient funds in the kitty, consideration might well be given to extending the Long Service Advance of Pay scheme to single people, we are told. Unfortunately, this would seem but a pipe dream at the moment.*

But to help all personnel about to leave the Service after pensionable engagement there is an assisted house purchase scheme which allows for an interest-free loan of up to six months pay during the last two years of Service. In addition, the terminal grant payable on going to pension — currently £4,356 for a CPO leaving after 22 years — is intended to help settlement in Civvy Street.

The correspondent is, we are told, completely wrong on LOA. The married unaccompanied man gets the same LOA rate as the single man and this has been so for the last three years.

The view is held that the married man has a need for additional benefits over and above his military salary because, by and large, the personal and emotional demands on him and his family are greater than on the single man. But single Servicemen's claims are always considered alongside those of married men for improvements in benefits.

Naval Exchange Club

The World Naval Exchange Club was formed earlier this year with the object of bringing together naval enthusiasts and collectors. We have members in about ten countries, exchanging slides, photographs, books, negatives, models, news and information.

The club is run as a hobby and the small subscription charge

covers costs of improvement of the club, advertising and the printing of a journal which is just about to be produced.

I can arrange for full details to be supplied.

Roger L. Lyness

12, Haytor Road,
Plainmoor,
Torquay TQ1 4LP

TWENTY-YEAR-OLD CHIEF

As part of the "youngest chief" correspondence, perhaps I can claim the record as I donned the uniform of a CPO when just under 20 years nine months.

I was a naval shipwright apprentice in 1924 and, after completing five years apprenticeship in Devonport dockyard, became a shipwright 5th class (leading rate) in 1929.

Having been awarded six months accelerated rate advancement, I was rated acting 4th class shipwright (CPO's rate) in March 1930. I believe the Jaunty

actually was in error as the regulations at that time did not permit holding the CPO's rate under the age of 21 and I should have been stood over for three months.

The regulations were subsequently changed, resulting in a reduction in pay and status of all artificers and shipwright ratings. The 4th class rate became POs, and advancement to CPO rate was only attained at the 3rd class.

Crownhill,
Plymouth.

D. H. Selley
Lieut. (ret'd)

Champion wives at sea

Regarding your article (November) on the book "Sailor" by Dr. Alan McGowan, I am afraid he was a little bit out when he said that in 1956 for the first time in 100 years wives and families were permitted to go to sea with their husbands.

In 1931, when I was serving in H.M.S. Champion, we were umpire ship for the Schneider Cup races not far from Southampton. Wives and families were allowed on board and in fact we had two days at sea. The first day was foggy so we returned to harbour and went out again next day.

H. W. Adamson
Ex-CPO

Higher St Budeaux,
Plymouth.

Fires, refits and ladders

I have served in three major warships since joining the Royal Navy in 1971 and each one has gone into refit during my time on board, including H.M.S. Norfolk.

During refit, NBCD becomes a highly important subject, and it is something we are constantly reminded of, particularly in the case of fire prevention, and yet a certain subject puzzles me.

Why, during a refit, are ships fitted with wooden ladders leading from compartments? Surely in case of fire a ladder, being the only means of access to and from the compartment, should be fireproof?

P. A. David
AB(R)

H.M.S. Norfolk.

● *The relative merits of wooden and metal ladders for use in ships in refits have certainly been considered, we are told, and while metal might at first seem the obvious choice, wood has a number of advantages.*

Ladders may have to be moved often, and wooden ones are better from a work point of view, particularly when they overlap deck levels. They are robust, made of hard wood, usually Douglas fir and oak or teak, and should be used for only one refit.

Metal, which quickly becomes hot, is not considered to have the advantage as an escape route when ships are in refit. — Editor.

Holiday ideas

I would welcome any reminiscences from readers with Royal Navy experience (particularly wartime) in Malta or Gibraltar.

I would be interested in details of how they spent off-duty hours (any saucy stories aside!), of special rivalries between ships' companies, of the ENSA-type entertainment provided, and of friendly joint activities.

As a tour operator specializing in these destinations, Exchange Travel is investigating the concept of arranging goodwill reunion trips which might revive the fellowship enjoyed by all parties concerned.

We would also like to know which naval (or former naval) installations they would particularly like to revisit.

Gordon McNally, VRD MTAI (Chairman)
Exchange Travel Holidays Limited, Exchange House,
Parker Road, Hastings,
East Sussex. TN34 3UB.

Spiked guns

I read with interest that it had been possible for the Cavalier Trust to buy a permit for the old destroyer to keep her guns.

Can someone please explain why MTB 102, the only surviving mobile warship, was categorically refused a spiked, breechless Oerlikon which would have been a final touch to her refit in 1976?

Built by Vosper in 1937, flagship at Dunkirk and now an impeccably recognized R.N. unit, she surely deserves the same privilege?

Peter Wright
Ex-PO

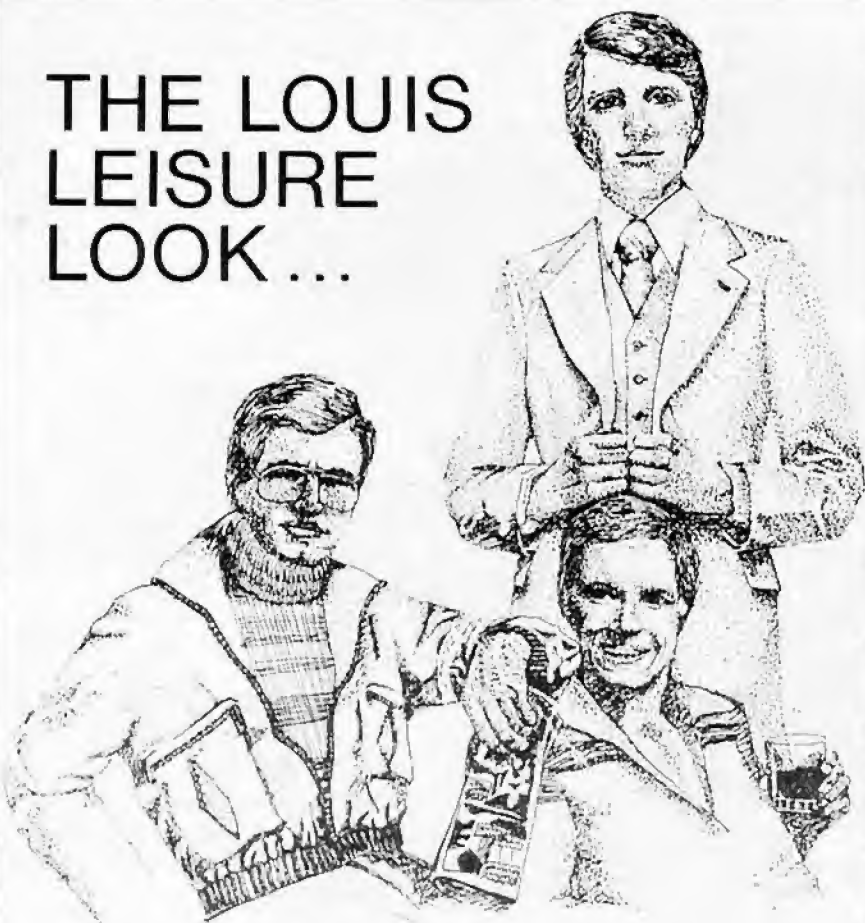
Twickenham,
Middlesex.

Cap tally memory

I have recently unearthed a cap tally from the German ship Kreuzer Kohn and would be interested to hear what became of her.

F. A. Reynolds
29 Halsham Crescent,
Faircross, Barking,
Essex IG11 9HG.

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JACK

by TUGG

...OF COURSE I THINK YOU'RE BEAUTIFUL - BUT I'M NOT VERY GOOD WITH WORDS....

OH! GO ON! TRY!

YOU GOT SKIN LIKE THE LEE SIDE OF A TOM BOLA TICKET!

!?!?

'LOSS OF RIGHTS' CLAIM ON WIVES' VOTING

I fully agree with Anne Stephens concerning Service wives' voting that this is an infringement on women's rights for which we have been fighting for many years.

Now that wives are classed as Service voters, does this mean that we are not eligible to stand for local elections?

I sincerely advise all wives, and especially the separated and divorced, to press their MPs for a change in this so-called legislation.

Perhaps a once-and-for-all registration is good, but it could have been introduced differently not through husbands who inadvertently forget to give wives the necessary forms.

Southsea,
Hants.

The Service wives of our community have asked that I write about Service voting. Main objection of our members is the manner in which this scheme has been brought into force, with complete disregard to our feelings. The forms should have been sent direct to every wife and not via her husband (half of whom merely filed them in the nearest desk drawer or waste paper basket).

If everyone makes known her feelings to her MP we may even be able to regain our much prized status as civilians.

Diane Addison (Mrs.)
Secretary, Forces Community Activities Centre

New Farm Loch,
Kilmarnock,
Ayrshire.

It has been officially stated that the term "Service voter" does not deprive a person of civilian status. One naval wife who approached her M.P. has been told, on behalf of the Government: "I am sure that it is best for us to see how the new arrangements work out in practice before further changes are considered."

Guernsey flowers



Lady Martin, wife of the Lieutenant Governor of Guernsey, Vice-Admiral Sir John Martin, receives a bouquet from three-year-old Nicola Sewell, daughter of CEMEN R. A. Sewell, at the commissioning of H.M.S. Guernsey at Rosyth. Lady Martin, who was principle guest, launched the Island class vessel at Aberdeen on February 17, 1977. The cake was cut by Mrs. Pamela Welland, wife of the commanding officer, Lieut.-Cdr. Christopher Welland, and REM2 William McInnes, youngest member of the ship's company.

■ Caledonian transits

I read with interest the article (October) on H.M.S. Kingfisher's transit of the Caledonian Canal.

While not wishing to upstage the Kingfisher, I feel I must put on record that the canal has been passed frequently in the last five years or so by all four University Royal Naval Unit ships, namely

H.M. ships Isis (Southampton), Dee (Liverpool), Thornham (Aberdeen) and Droxford (Glasgow and Strathclyde).

It is very much part of our training circuit.

A. Pearson
Lieut.-Cdr.
Officer-in-Charge,
Southampton University
Royal Naval Unit.

Ark tally ■ mystery

My daughter, who is a Wren and collects tally bands, has one which says "Ark Royal" but has no "H.M.S." Does anyone know when and why these were made? My son, who is serving in the Ark Royal, and my daughter don't seem to be able to find anyone who knows about it.

Brenda M. Pogson
Farnham,
Surrey.

Illustrious ■ bell plea

May I support Cdr. Biggs (November) in his plea for the future of the American bell of H.M.S. Illustrious. I, too, was in the ship when the Americans presented the bell, and I did another commission in her, as Commander(L), in 1950-51.

I would strongly urge the authorities to instal the American bell in the new Illustrious.

J. C. Turnbull
Cdr., FIEE, R.N.(ret'd)
Great Broughton,
North Yorkshire.

Assistance to authors

● Ex-POTEL P. L. Green, of 15, Acacia Grove, New Malden, Surrey, is compiling a personal book of H.M. ships in commission on September 3, 1939, including photographs, badges and mottoes. He has, however, been unable to obtain their W/T callsigns from any printed source and asks if pre-1939 Communicators could let him know of any callsigns they remember, including those of shore stations.

● Flower-class corvettes of the Second World War are the subject of James Flanagan's research. He is anxious to trace negatives, photographs, plans and drawings of the vessels. Material and postage costs returned. Replies to ex-Ganges boy Mr. Flanagan at 4, Ingleby Close, Heacham, King's Lynn, Norfolk.

● Geoff Jones of 17, Oakmere Road, Abbey Wood SE2, is writing "Battleship Barham" for William Kimber and Company and would appreciate any kind of assistance on the story of H.M.S. Barham.

● Lieut. K. R. Trethewey, of the Education Department, H.M.S. Raleigh, Torpoint, is compiling a history of H.M.S. Raleigh from its commissioning in 1940 to the present day. He would be grateful for the loan of relevant photographs, and to hear from anyone with information or anecdotes about Raleigh.

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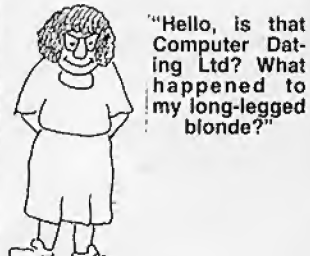
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LAUGH NAVY

"Laugh Navy" this month with LAM Bob Pennington, who works in the Station Air Maintenance Control Office at R.N. air station Culdrose. Bob is due to go outside at the end of March, 1978, and he's already done a pre-release training course — at the London School of Cartooning. No prizes for guessing what he wants to do when he leaves the Service!



"I've also appeared in 'Warship,' 'Sailor,' and the Old Bailey."



'Light Blues' at Culdrose

Light blue uniforms are now a familiar sight at the Royal Naval Air Station at Culdrose, where the Royal Air Force Sea King Training Unit has been formed.

RAFSTU's task is to train R.A.F. aircrew and maintenance personnel for Search and Rescue duties in new Mk 3 Sea King helicopters, the first of which is expected to arrive this month. The Sea Kings will replace the Whirlwinds now used by the Royal Air Force.

The Unit is under the command of Lieut.-Cdr. C. P. Young and will be established as a naval squadron with a joint R.N. / R.A.F. staff. The commissioning ceremony is due to take place on February 17.

The initial training phase will last until July 1979, when the RAFSTU will disband. The links with Culdrose will continue, however, with five R.A.F. crews being trained there each year. Royal Air Force instructional staff, ground support personnel, and two Sea King helicopters will be established in the Royal Naval Sea King Training Squadron, to help carry on the training task.

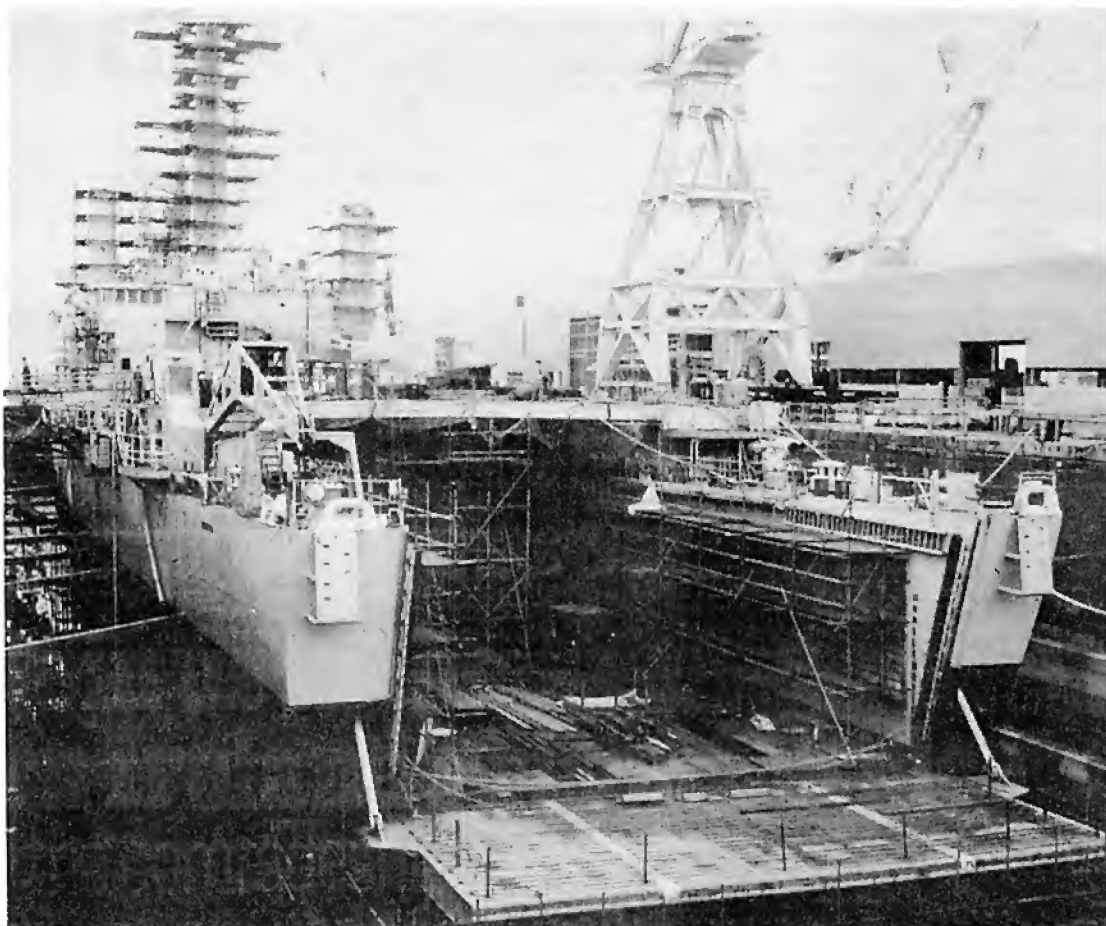
OPERATION SCAFFOLD!

Scaffolding here, scaffolding there, scaffolding absolutely everywhere! This picture was taken by CPO (Phot) Tony Wilson soon after H.M.S. Intrepid entered dry dock in Portsmouth Naval Base for a refit. Since then she has been completely surrounded by tubing — half a million feet of it in all. It's not surprising, therefore, that the operation has been described as "the biggest scaffolding job tackled by the Dockyard for years."

As it is ten years since the Intrepid was first commissioned, a 100 per cent. survey of her hull is being carried out during the refit. This involves erecting scaffolding under the hull, around the superstructure, and also inside the ship. Much of the tubing has gone into her 39 ballast tanks, the huge compartments which are flooded (thereby increasing the ship's weight from 11,000 tons standard to 17,000 tons ballasted) to allow landing craft to float in and out through the open stern seen in this picture.

After a year of "preservation by operation," the latest method of keeping a ship in mothballs, the Intrepid was prepared and taken into refit by only 86 members of the normal ship's company of 550. The refit is now in full swing and the ship is due to raise steam in the summer of next year before taking over the role of Dartmouth Training ship from her sister ship, H.M.S. Fearless.

During the current Dartmouth training deployment to the Mediterranean the Fearless visited Malta, where one of the visitors was Rear-Admiral O. N. A. Cecil, Flag Officer Malta. After inspecting Divisions, formed by midshipmen under training from Dartmouth and MEA apprentices from H.M. Caledonia, the Admiral was a guest in the Fleet Chiefs' and CPOs' Lounge.



Mercury memorial



First winner of the Ian Parker Memorial Cup — to be awarded twice yearly to the trainee who wins the Kelly Squadron Cross-Country Championship at H.M.S. Mercury — was JRO R. Owen, who was presented with the trophy by Mrs. E. Parker on October 18.

Mr. and Mrs. Parker, parents of the late JRO Ian Parker, presented the trophy to H.M.S. Mercury to perpetuate the memory of their popular and courageous son, who died of cancer in January of this year. Before his illness JRO Parker was a very good athlete, particularly at middle-distance running and cross-country.

He joined the Navy at H.M.S. Ganges in September 1975, was drafted to H.M.S. Mercury the following month, and just before Christmas of that year was found to be suffering from cancer of the knee. After a leg amputation, JRO Parker fought bravely and cheerfully against his illness in both R.N. Hospital Haslar and the Royal Marsden Hospital, Surrey, making many friends among patients and the many Royal Navy colleagues who visited him.

Picture: LAC(Phot) Chris McDermott.

CHRISTMAS GREETINGS

The Chief PO
and PO Wrens Mess
HMS PEMBROKE

wish all their friends
the Season's Greetings

The President and
Mess Members of the
Senior Rates mess
H.M.S. WARRIOR

extend
Seasonal Greetings
to all Senior Rates
Messes, past members
and friends

The President and
Members of the Petty
Officers' Mess
H.M.S. NEPTUNE

extend Seasonal Greetings
to all Petty Officers and
Friends of the Mess

Seasonal Greetings

to all Senior Rate Messes
from the president
and Members of the
Senior Rate WRNS Mess

HMS DRAKE

Christmas and New Year
Greetings to all WRNS
Senior Rates from the
WRNS Senior Rates Mess
HMS NEPTUNE

The President and
Members of the Petty
Officers' Mess
HMS PEMBROKE

Wish a Merry Christmas and a
Happy New Year to all Senior
Rates Messes, past Members of
the Mess and friends of the Mess

**H.M.S. DOLPHIN UNIT
VOLUNTEER
BOY CADET CORPS**

The Commanding Officer,
Instructors and Cadets
wish Christmas and New
Year greetings to past
and present Cadets of
all Volunteer Boy Cadet
Corps Units

The Members of
STOCKTON-ON-TEES BRANCH
of the Royal Naval Association
send Christmas Greetings to all
Royal Naval Association members
and serving members of the
Royal Navy and Royal Marines.

FOR COURAGE . . .

Marine is Navy's Man of the Year

Colour Sergeant Alan Jones, of 40 Commando, Royal Marines, is the Navy's "Man of the Year." He is the first member of the Corps to be awarded a Bar to the British Empire Medal.

In August last year CSgt. Jones displayed a high degree of initiative, courage and leadership during a mortar attack on the Security Force Base at Crossmaglen, Northern Ireland. Although injured and in pain, he worked on to get the base back to normal.

Diver wins Queen's Commendation

LACMN Colin Rimmer, of R.N. air station Culdrose, is to be awarded the Queen's Commendation for Valuable Service in the Air for his work after two Gazelle helicopters collided and crashed into the sea off the Cornish coast in June.

LACMN Rimmer, who was search and rescue diver of a Wessex air-sea rescue helicopter sent to the scene of the

accident from Culdrose, was lowered into the sea to investigate the wreckage and search for survivors.

He displayed a high degree of skill, personal courage and perseverance during the two-hour operation and was responsible for the location of one aircraft and speedy recovery of two bodies.

Twenty-six-year-old LACMN Rimmer is the Royal Navy's top bobsleigh diver.



Three ratings from H.M.S. Osiris who rescued a man from a dock during a visit by the submarine to Aberdeen are presented with Royal Humane Society certificates for life-saving by the Commander-in-Chief Fleet, Admiral Sir Henry Leach.

LS Pete Liddington, PO Gordon Hardy and LS Stephen Yates, left to right respectively, pulled the man on to the submarine casing after he had fallen from the quay into the Victoria Dock.

ROYALS IN ACTION

Members of Salerno company, 41 Commando Royal Marines — based in Malta — deployed with the U.S. Marines, the Italian San Marco battalion and the Turkish Naval Infantry during the big NATO exercise Display Determination 1977.

The Royals spent a day on H.M.S. Fearless, four on U.S.S. Guadalcanal, six on exercise in Turkish Thrace, two on cross training, one on U.S.S. Raleigh and finally, three days on the Fearless.

Eastney Barracks at Portsmouth is to be the new home of the Royal Marines School of Music. Navy Minister Mr. Patrick Duffy has announced that the school will move from Deal by 1981.

The Royal Marines have presented St Vincent School, Gosport, with a commemorative display depicting the life of the Royal Marines Light Infantry when they were based here. The school was built on the site of Forton Barracks, which was occupied by the RMLI from 1848 to 1923.

Rapid 'promotion' for Scylla's captain

Capt G. W. Lowden, commanding officer of H.M.S. Scylla, won rapid "promotion" when the ship visited the Mississippi port of New Orleans last month.

Already a Citizen of the City of New Orleans, a distinction bestowed upon him when he visited the birthplace of jazz as commanding officer of H.M.S. Zest in 1966, Capt Lowden was made an honorary Admiral of the State of Louisiana.

The Scylla sailed to the Caribbean via Bermuda in September to take over from H.M.S. Ariadne as Belize guardship, but the easing of political tension allowed the frigate to visit Jamaica, Grand Cayman and Barbados as well as New Orleans and Chaguaramas, Trinidad, where she underwent a ten-day self-maintenance period at the Swan Hunter dockyard.

Sport was a feature of most visits. In Barbados the cricket team met Sir Garfield Sobers, while the rugby XV persuaded Gareth Edwards, the Welsh International and British Lions scrum-half, to play for them in a

match against the Barbados national side which the ship won 55-14.

In late October the Scylla revisited Grand Cayman Island and took part in the Pirates Week celebrations and the rugby team beat the local side 3-0.

'Up the jungle'

The Belize guardship role provided the ship's company with a fine mixture of unexpected visits, coupled with the hard work of exercising on an active duty role. For the Royal Marines detachment on board it offered the opportunity to gain experience of genuine "up-the-jungle" training.

The Scylla is due home for Christmas.

Good Knight

The Royal Fleet Auxiliary ship, Sir Tristram, on her way home from the Caribbean, went to the rescue of a small cargo ship which had been drifting without water for days. Sir Tristram provided five tons of fresh water and food for the crew.

It's open house at Aggie's Cottage

Aggie Weston's, as it has become known affectionately by sailors around the world, is expanding again to meet the needs of the Royal Navy by opening a new centre near R.N. air station Yeovilton — with another at Rosyth.

For more than 100 years, Aggie's — the Royal Sailors' Rests — have operated in naval ports, providing cheap accommodation and food as well as games, reading rooms and lounges for the sailor.

They have also provided for the spiritual welfare of the Navy, with each Rest staffed by one or more missionaries, running the homes as well as visiting the lads on board.

HOMELY

Improvements in service conditions and pay have brought about a change in emphasis. The Rests are being replaced by "centres," still providing a homely atmosphere and run by missionaries and their families, but forming a focal point for many activities including sports and expeditions.

For example, Yeovilton's new centre — known as "The Cottage" and opened specially for sailors and Wrens of H.M.S. Heron — offers opportunities to hold a barbecue in the picturesque garden or take to the River Yeo in a glass fibre canoe self-built from the centre's own mould.

The Cottage, a converted vicarage, is the result of two years' hard work by an action group and is now run by Missioner Nicholas Pink and his wife, Pauline.

Hand-over by 45 Cdo

After a four-month tour of duty in West Belfast, 45 Commando Royal Marines have handed over to 3rd Battalion Royal Regiment of Fusiliers.

APPOINTMENTS

Vice-Admiral A. S. Morton is to be Vice Chief of Naval Staff in succession to Admiral Sir Raymond Lygo in January. He saw war service on Russian convoys and in the Far East, and his appointments have included command of H.M.S. Appleton and the 100th Minesweeping Squadron and of the frigates H.M. ships Undine and Rocket.

OBITUARIES

J. M. Smith. LMEM. H.M.S. Sultan, October 26.
D. H. J. Owen. Lieut R.A.F. Honington (detached H.M.S. Heron). October 31.
J. Vass. Chaplain. November 2.
H. Fraser. MNE. 45 Commando Group. November 12.

NEW GATES

Thanks to the efforts of four apprentices being trained as blacksmiths by the Property Services Agency, H.M.S. Collingwood has a new set of gates to replace those which had been in position for 37 years. They were officially opened by the captain of Collingwood, Captain K. H. G. Willis.

On promotion to captain he took command of the frigate H.M.S. Yarmouth and the 20th Frigate Squadron, and later was senior naval officer, Northern Ireland, in command of H.M.S. Sea Eagle and Director of the Joint Anti-Submarine School at Londonderry.

More recently his appointments have been Assistant Chief of the Defence Staff (Policy); Flag Officer First Flotilla; and Vice Chief of the Defence Staff.

Other appointments recently announced include:
Capt J. W. F. Briggs. Apollo in command and as Capt F2 February 28.
Capt K. A. Low. Sirius in command and as Capt F6 in contr. November 1 1977.
Capt R. I. T. Hogg. As Capt R.N. Presentation Team, April 7.
Capt C. J. Caughey. For duty with CSCBS for Cardiff May 2 and Cardiff in command on commissioning.

Capt C. B. Wilcock. Defiance in command and as SCO(Eng) to Flag Officer Plymouth and as Capt Fleet Maintenance Devonport, February 14.

Cdr R. W. Moland. In command and as Captain-in-Charge Hong Kong and QHM Hong Kong, March 31. (To be promoted captain Dec. 31.)

Cdr R. N. Woodard. Amazon April 11 and in command.

Cdr J. D. L. Backus. Scylla in command, April 4.

Cdr J. F. T. G. Salt. Dreadnought in command, April 20.

Cdr A. W. Stewart-Fitzroy. Yarmouth in command December 14. (Previously announced appointment cancelled.)

Cdr R. M. Venables. Resolution (Port) and in command, July 18.

Lieut-Cdr A. W. Wainwright. Churchill in command, May 23.

Lieut-Cdr C. E. Beresford-Green. Gurkha in contr. and in command, December 14.

Lieut-Cdr P. N. Goodwin. Neptune for Spartan in command on commissioning August 22 and as senior officer SMS building.

Lieut T. E. O'Brien. Nulton December 6 and in command.

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TWO PAGES FOR FAMILIES



Picture: LAI/Phot C. Morgan

Axing the cake

Suppose you could call this a fireman's strike, but in reality it's just another way of cutting a cake, even if with a vengeance.

It was all part of the fun when the Kimberlin Club, which serves the Westcliffe married quarters estate at Portland, celebrated its third birthday in style.

Naval Airman Jan Rowe, from the airfield fire station, donned his gear and brought his axe, and CPO Charles H. Thompson (club manager) and POEL(A) M. Doherty (committee chairman) stood by to watch fair play. The cake had been made and decorated by Chief Cook David Whitehead.

HOME HELP

As part of the newly-developing Naval Personal and Family Service, a small community office has been set up at 53, Lumsden Road, in Eastney, Portsmouth, in addition to the Hilsea Community Centre. It is staffed by two naval social workers and a naval community officer.

The naval social workers are available to naval families in the Portsmouth area by telephoning as follows: Eastney office — Portsmouth 734172; Hilsea Community Centre — Naval Base (Portsmouth 22351) extension 22151.

WIVES WHO CAN'T COPE

Reading in a national newspaper that wives of executives were attending college courses on how to manage while their husbands were abroad on business trips was too much for one naval wife.

She was particularly incensed on learning that one husband rang home each night from Singapore to sing his son to sleep with a lullaby.

"I am becoming sick of reading and hearing of executives' wives, MPs' wives and others who are not able to cope alone," said Mrs. S. A. Peacock, of Walderslade, Chatham.

"We wives with husbands in the Royal Navy manage on our own for months quite admirably. We don't have the luxury of 'Daddy' ringing up from Singapore to sing a lullaby

— it's considered a real treat to receive a ship-to-shore phone call. Sometimes there isn't even any mail for a couple of weeks for more.

"Admittedly we all get fed up now and again, but we're not clamouring for courses on how to cope — we get on with life. When a husband joins a ship he may be away for nine months or more, but we cope with the children, the odd jobs and all that life on your own

entails without having a nervous breakdown or becoming alcoholics."

That was the gist of Mrs. Peacock's reaction to the national newspaper report. She also told Navy News, "Life is much too short to sit and moan. Most Navy wives I know try and make the best of the time on their own and are definitely not clamouring for college courses on how to cope."



'Open' shop

First purchase at the re-styled Naafi shop in H.M.S. Neptune was made by the Commodore Clyde (Commodore A. J. Leahy) who had just cut the ceremonial ribbon to declare the shop open. Totting up the bill is the head cashier (Mrs. C. Carter).

In just eight weeks the old and cramped shop was transformed into a spacious self-service establishment, allowing a wide selection of goods to be displayed.

Picture: LAI/Phot K. W. Taylor

ROTHMANS KING SIZE



The best tobacco money can buy.

EVERY PACKET CARRIES A GOVERNMENT HEALTH WARNING

She's 21 today

The ship's company of H.M.S. Wolverton, one of the patrol craft in the Hong Kong Squadron, celebrated the vessel's 21st birthday by cutting her in half! At least that's what happened to the icing-sugar model which served as the converted minehunter's 21st birthday cake.

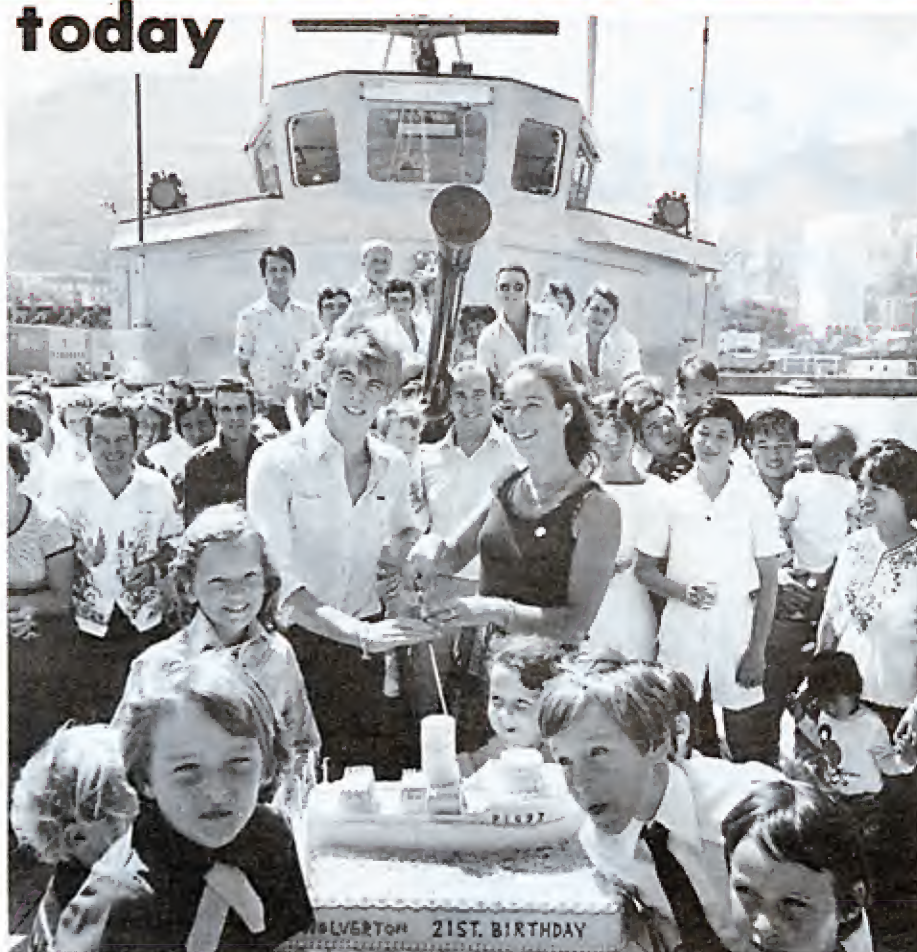
The "operation" (picture right) was carried out in naval tradition by Mrs. Nancy McMillan, wife of the commanding officer (Lieut. Neil McMillan), and 18-year-old OEM Garry Nockton during a birthday party on board attended by the ship's company, wives and families.

Since being launched at Montrose, Scotland, on October 22, 1956, the Wolverton has steamed more than a quarter of a million miles in Royal Navy service. She began her 22nd year of service by sailing from H.M.S. Tamar for three weeks' ocean training in the South China Sea, during which she visited the Philippines.

Photo: SGT B. H. Lawrence, R.A.F.

Naples meeting

Dorset M.P. Mr. J. Spicer, attending the European Parliamentary Group at Sorrento, visited Allied Forces Southern Europe HQ, at Naples, where he was surprised to meet two of his constituents, Mrs. Barbara Rannigan and Wren Writer (S) Sally Cook, both of Dorchester. Sally and Mrs. Rannigan's husband, PO Writer John Rannigan, work in the NATO HQ.



Council housing a no-go area

For many Servicemen, long periods of residence in a married quarter in a particular locality have failed to count as qualifying time towards obtaining a Council house on leaving the Forces.

It is a topic which has already been widely aired, and now "two disgruntled Navy wives" have written to us to add their protest.

"Dunfermline and District Council do not want to know serving personnel until they are due to be demobbed," write the wives, who say they feel that finding a job is a big enough upheaval in itself without having to worry about housing.

The ladies feel strongly that the policy should be changed and suggest that those concerned write to their M.P.s telling them of their experiences with local councils.

Readers will recall a Navy News item several months ago in which we reported on the Government Green Paper which had just been published containing some first thoughts on future housing strategy. This mentioned that under scrutiny was the possibility of making it illegal for local authorities to impose residential qualifications for entry to their housing lists.

A Green Paper is a consultation document which draws reactions from many organizations and Government departments. It can lead to eventual legislation — or may go no further.

Married Quarters waiting list details for Deal (November Navy News) were incorrectly supplied. They should read officers no waiting; ranks (type B and C quarters) three-four months.

Navy News

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MBE, RN (ret.).

MARRIAGE PROBLEMS

Financial stringency is at the root of much of the matrimonial trouble and stress which shows up in Service families, it is being reported by SSAFA workers.

Another question occupying the minds of these workers is whether the continuing loyalty and devotion to duty of the Armed Forces is being taken for granted.

SSAFA News, which contains these points, says there are cases where family finances are such

that there is "no room whatsoever for manoeuvre — and this is a situation which cannot be blamed on mismanagement."

The annual report of SSAFA for 1976, just published, also comments on marriage and money. Financial strains in the family had their effect on marital relations and conversely marriage problems led to a shortage of money, it says.

There is no comment on the extent of "moonlighting" by sail-

ors, but it comments interestingly. "It appears to be a growing practice for young soldier / husbands to do an extra job — barman, taxi driver, bingo hall, etc. This is usually at a critical time in the marriage when it is essential to get to know and understand each other."

The report refers to cases of marriage breakdowns, of husbands applying for compassionate discharge to take care of the children because wives have left them, and separated wives needing help to set up home on their own.

"At our 1975 Conference we expressed our serious concern for the deserted wife or the family of a man prematurely discharged who gets somewhere to live and is then faced with the crippling cost of furnishing. We asked if the Services could help by making surplus furniture available.

AUCTION SALES

"As a result, auction sales of single-lot Government surplus furniture have been held in various parts of the country. SSAFA Head Office is notified of the sales in advance and the information is passed on to the appropriate local branch.

"A number of families have been able to buy the essentials for a home at reasonable prices."

On the organization's activities in general in 1976, it is reported that SSAFA had a good year and that fund-raising broke new records.

While thankful for the year's achievements there were no illusions about the extent of the immediate commitment or the demands it would make on resources.

A charity exclusively for Service and ex-Service families might seem an anachronism now that all citizens were eligible for state benefits. But 41,334 family problems were taken to SSAFA during 1976; proving that the demand continues unabated.

Feminine support



St George's Church in H.M.S. Pembroke could be unique among churches in R.N. establishments in having a woman organist and woman vergor too working with the chaplain, the Rev. Bill Weldon.

Mrs. Jean Pond (left), whose husband is a petty officer in H.M.S. Blake, has been organist for five years. A newcomer is Mrs. Peterina Bethel, of Gillingham, who has taken over the duties of vergor.

Holiday idea

Although the R.N. establishment at Loch Ewe is closing to a care and maintenance state, every effort is being made to retain the caravans which have provided excellent holiday homes for many naval families. The caravans — five four-berth and one which will accommodate six — enable serving naval personnel and their families to enjoy the beauty of the Highlands at minimal cost.

Next year, between March 23 and September 30, they are available for hire £2 a night for the four-berth and £3 for the six-berth.

Full details (send stamped addressed envelope) are available from CPO L. T. Halton (Loch Ewe Caravan Bookings), H.M.S. Cochrane, Rosyth, Fife, KY11 2XT (Inverkeithing 2121, ext. 2165).

A Great Guy



What a great guy... In fact splendid enough to take top prize at the H.M.S. Daedalus bonfire celebrations. He was entered by Sophie and Sally Nutt, who are seen with Capt. Derek Robbins (captain of H.M.S. Daedalus) and Mrs. Robbins, who presented the prizes.

Sophie and Sally are the daughters of Cdr. Maurice Nutt, director of the Air Engineering School.

THE ROYAL NAVY LETS YOU LEARN TO FLY

To foster interest in Naval Aviation the Royal Navy offers 85 places annually at selected civilian flying clubs which provide a course of flying training on light aircraft. The places are allocated under the following schemes:

ROYAL NAVY FLYING SCHOLARSHIP

There are 60 Flying Scholarships available for members of the C.C.F. (R.N. and Army Sections only), the Sea Cadet Corps, approved Sea Venture Scout Units, or pupils of certain nautical colleges or schools.

ROYAL NAVY SPECIAL FLYING AWARD

There are 25 Special Flying Awards available. Applicants must be at school, college or university and be between 16 and 23 years old.

Recipients of awards are under no obligation to join the Royal Navy. Candidates are selected and the awards made by the Director of Naval Recruiting.

Full details and application forms are available from:

R.N.F.S. Liaison Officer
Department of Naval Recruiting
Old Admiralty Building
Spring Gardens
London SW1A 2BE

GET WISE ON DCIs



The aim of this regular feature is to give a general impression of the new Defence Council Instructions affecting conditions of service, but in the event of action being taken the full original text should be studied.

○ Air taxis

The use of air taxis for Armed Forces movements can not only provide economies in travel, but offers many other advantages over scheduled airline flights.

Where a Serviceman or civilian has strong grounds for not wishing to travel by air taxi, every effort will be made to make alternative arrangements, but an official statement emphasizes the stringent conditions under which the air taxis operate, and their excellent safety record.

DCI (RN) 688

○ Pay days

Changes in the arrangements for the payment of monthly and weekly allotments will be necessary during December, due to the interruption of normal routine at Christmas time. Anyone intending to send in allotment declaration forms, and stop forms should note that latest dates have been brought forward.

DCI (RN) 690

○ Prizes

Surg. Captain N. J. Blacklock and Surg. Cdr. K. P. S. Lumley have been selected to receive prizes from the Erroll-Eldridge Fund for 1976.

DCI (RN) 691

○ Bright ideas

Could fixed-wing vertical take-off aircraft of the future be designed to match the helicopter's capabilities? Bright ideas on this subject are invited from aircrew officers in their entries for the annual essay competition for the Henry Leigh Carlsake Prize for observers and the Herbert Lott Prize for pilots. The closing date for entries is January 31, 1978.

DCI (RN) 654

'SCHOOLIES' NEW CHARTER

Full-blown "schoolie" admirals in the Royal Navy was the logical follow-on to "pusser" progress, and a new charter for the Instructor Branch now gives a right-of-way to high career levels.

The official announcement says that in meeting the needs of the Navy during the past 20 years the role of instructor officers — the schoolies — has changed significantly and, "as an evolutionary process, the Instructor Branch has drawn steadily closer to the General List."

Significant numbers of Permanent List instructor officers are now employed outside their main specialization, on duties which have become increasingly comparable with those carried out by General List officers. Recognizing this development, the Admiralty Board announced in June this year that from January 1, 1978, the General List of officers would be extended to include officers on the Permanent List of the Instructor Branch (PLIB) as a fourth specialization.

The latest Board pronouncement explains that while considerable progress has been made in aligning procedures and conditions of service of the PLIB with this of the General List, some differences still remain.

Areas where "further harmonization" is desirable have been identified and the Board give details of the changes which have been agreed. There are safeguards for both existing General List officers and officers

on the present Permanent List of the Instructor Branch.

In future, instructor officers will get initial divisional and management course training. Further general naval and specialist training, based on the present instructor officer post-transfer career course, will be given to officers selected for the General List.

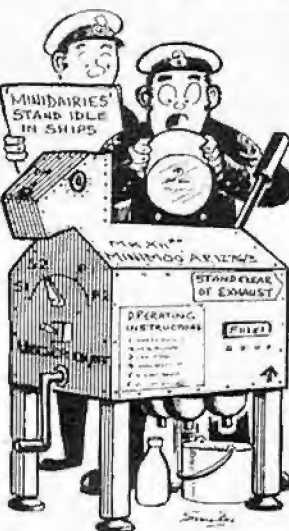
Although the prime responsibility of the "I" specialization remains unaltered, it can be expected that instructor officers will gradually be employed in a wider range of appointments.

As an evolutionary process, General List opportunities will be extended to include "I", while certain other posts currently complemented "I" will be open to other specializations. However, since changes in complementing and appointing processes will inevitably take some time, no sudden alterations are contemplated.

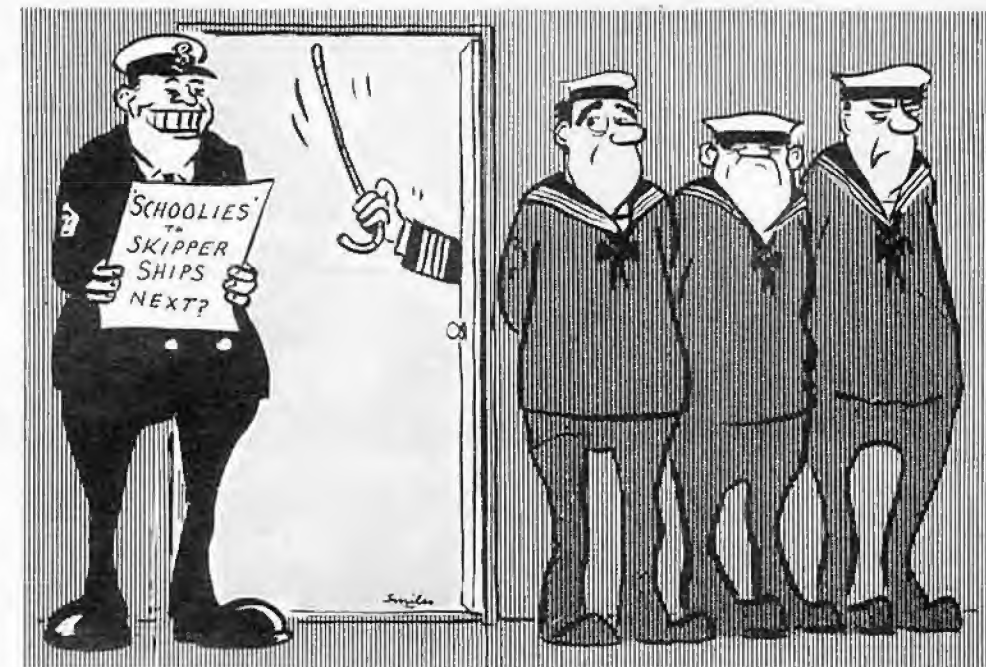
"In particular," says the Board statement, "the number of instructor officers employed in the wider range of appointments will remain substantially the same."

From January 1, 1978, captains (I) will become eligible for promotion to flag rank on the same basis as other officers on the General List.

DCI (RN) 704



"RUST!"



ANY VOLUNTEERS?

When it comes to producing anything from Brussels sprouts to "grand pieces" of cookery display such as wedding cakes and roast suckling pigs, the Royal Navy experts are among the best. They will be demonstrating their skill against members of the other two Services, and in open competition, at the 1978 International Hotel and Catering

Exhibition (Hotelympia) to be held at Olympia between January 25 and February 1.

Selected volunteers will get special training at H.M.S. Pembroke, the Navy's Supply School at Chatham.

Admission to the exhibition costs £1, but organized parties (including naval ratings) are only charged 50p a head.

DCI (RN) 630

○ 'Mini dairies'

"Mini dairy" machines to supply reconstituted milk were introduced into the fleet about six years ago, but are not used as much as was anticipated, for reasons "thought to be the increased availability of other alternatives and the increased availability of fresh milk."

In future, they will not be issued automatically to H.M. ships, but may be supplied on demand. Machines and spares not required are to be returned.

DCI (RN) 649

Preparations for the dash and thrash of field gun training are once more going ahead with the announcement of the arrangements for the 1978 Royal Tournament at Earls Court from July 13 to 30.

"High military qualities" are demanded from all participants in the teams representing Portsmouth area, Devonport, and Air Command. Flag officers and commanding officers have been asked to encourage volunteers from ratings of all branches. Reliefs will be provided.

Applications should be forwarded as soon as possible

and selection of crews may begin immediately. Ratings selected to go to Earls Court will be stopped draft until after the competition.

DCI (RN) 693

Saving money, for most of us, is like seeking moon dust, but a sailor can pick up the phone and begin a process which will give his bank balance a useful and guaranteed packet boost. He will be volunteering for a spell of duty which gives extra pay, no food or accommodation charges, and no chance of spending anything.

The duty will be at the Institute of Naval Medicine, Alverstoke, Gosport, where investigations take place into "the effects of operational and environmental factors on personnel."

The Institute has a simulated naval setting — "a unique human isolation facility" — where varying atmospheric conditions and work schedules can be introduced.

The results of these studies will have important consequences on working conditions and on the establishment of "optimum work routines in naval operational and support situations."

Anyone interested should ring Portsmouth Dockyard extensions 41883 or 41884, for informal inquiries to the Environmental Medicine Unit (EMU), Institute of Naval Medicine.

DCI (RN) 703

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Charity for officers

Widows, children, mothers and sisters often have reason to be grateful that an officer relative had taken the decision to become a member of the Royal Naval Benevolent Society, which is the naval officers' own charity, instituted in 1739.

Most of the available assistance is given to mothers and widows, but only recently a serving officer who suffered misfortune was awarded nearly £1,000. Another member, a retired lieutenant-commander, has been receiving £600 a year for some time past.

The level of grants has been raised regularly over the years, but the subscription has not been increased this century. It is intended to raise the subscriptions in 1978 from £1.05 (annual) and £10 (life) to £3 and £30, respectively. At the same time the maximum grants will also be increased.

Applications for membership should be made

to the Secretary, The Royal Naval Benevolent Society, 1 Fleet Street, London, EC4A 1BD. Retired officers are eligible to join.

FOR NAVAL ORPHANS

More than £5,000 was raised in 1976 for the Trafalgar Day Orphan Fund. The money has been allocated to the Royal Naval Benevolent Trust (43 per cent.), WRNS Benevolent Trust (2 per cent.), and the Nore R.N. and R.M. Children's Trust, Chatham (55 per cent.). The money will be used to assist naval orphans in need.

In addition to subscriptions and organized entertainments, the Orphan Fund has received a share in the estate of the late Mrs. Lillian Eve Bagot. The amount received so far is £11,000. This has been allocated to the same trusts, on the same percentage basis.

DCI (RN) 655

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Model-making is a hobby which can raise you to the pinnacle of pride and achievement, or plunge you to the depth of despair when, after countless hours of careful work, your hopes — along with your precious model — are dashed in a matter of moments.

"Going it alone" can be a waste of time, effort and money, and the keenest beginner can quickly become disillusioned. One way of avoiding an unhappy experience is to join a model club in which members can help each other by pooling their resources and by drawing upon each other's experiences and skill in a variety of craft and engineering practices. These include woodwork, metalwork, painting, electrics, electronics, and aerodynamics, to name but a few.

H.M.S. Collingwood's Radio Control and Model Club was formed about 11 years ago and in that time it has attracted several hundred members, many of whom had dabbled in model-making and given up in despair before finding in Collingwood the support they needed to "pick up the pieces."

The club is housed in one half of an old wooden accommodation hut, the other half of which is occupied by the Collingwood Model Railway Club.

Members construct a variety of models — planes, racing cars, yachts, and power boats — and the present line-up includes REM David Christer's 36in. electric model of H.M.S. Kent and Yamamoto, a 56in. four-channel radio-controlled trainer aircraft.

PRIZE WINNER

EM2 Derek Makinson has a 72in. Slingsby glider for two-channel radio control and a Kamco Kadet power trainer. REMN2 Dave Fletcher, of the Royal New Zealand Navy, has progressed from a Student four-channel trainer to two scale models — a Traveller and a Pateniva Oscar — since coming to Collingwood. He is now also working on a Lark helicopter, seen in the foreground of the picture, above right.

Lieut. Eddie Bairstow's Fairy Huntsman, a 36in. cabin cruiser is nearing its launch day, and a model of H.M.S. Sheffield is taking shape at the hands of REM Robert Adamson.

Club members attend many displays, symposiums and exhibitions to gain useful information and experience. They also take part in various boating and aircraft competitions. The most notable prize winner this year is a former member, REMN Reg Gigg, now serving in H.M.S. Blake, who gained a first and a third at Society of Model Aeronautical Engineers meetings. He also came eleventh in the British model flying championships in August with his scale model of an Aerona C3 aeroplane.

Chairman of the Collingwood club is CREL Graham Smith, who told Navy News: "The best news heard by aeromodelers for a long time is that the formation of the Royal Navy Model Aircraft Association has been approved. A DCI will be published in the near future giving full details."

In the meantime, here are some facts —

- The aim of the RNMAA is to encourage and promote all forms of model aircraft flying throughout the Royal Navy and Royal Marines, to sponsor suitable Service, Command, and Inter-Service competitions and meetings and to act as sponsor for members taking part in national and international events.
- Full membership of the association is open to all serving officers and ratings of the Royal

Good news for model makers



Above: Some of the Collingwood club members with their models. From the left, they are REMN2 Dave Fletcher, REM2 David Christer, CREL Graham Smith, Lieut. Eddie Bairstow, EM2 Michael Mennim, OEM2 Derek Makinson, and REMN2 Paul Greenwood.

Right: Derek Makinson prepares to launch the Kamco Kadet trainer, with Dave Fletcher at the controls.

Left: Trains (well, they're in the other half of the building) 'n boats, 'n planes...

LAST ENGINE

The last of the Double Mamba engines to be overhauled for the Royal Navy was handed over by Mr. John James, general manager of Rolls-Royce Coventry Aero Division, to Capt. M. Simpson, representing the Ministry of Defence, on October 19. Also present was Lieut.-Cdr. M. Taylor, air engineering officer of 849 Naval Air Squadron, which consists of Gannet aircraft — powered by Double Mamba engines — embarked in H.M.S. Ark Royal.

Navy, Royal Marines, WRNS, QARNNS, and their Reserves. Associate membership will be offered to retired officers and ratings and to members of the Civil Service Department currently working for MOD(N).

- Applicants for membership of the RNMAA should also be members of the Society of Model Aeronautical Engineers or be covered for third party insurance claims up to £250,000.
- Officers of the association are Lieut.-Cdr. Pat Suther (MOD London), chairman; CREL Graham Smith (H.M.S. Collingwood), secretary; REMN2 Ian Goble (H.M.S. Achilles), treasurer.
- Annual subscriptions: Full membership, £2; associate membership, £1.50.
- Applications for membership to: CREL Smith, 406 Building, H.M.S. Collingwood, Fareham.

All change

"Where do I stand now?" this is the cry of the day, as law follows law to create changes affecting individual lives. Because of recent pensions legislation, the Navy has had to adjust the length of some gratuity-earning short-career commissions, and it has been decided to rationalize the different commissions currently available to prospective officer candidates.

In future, all officer entrants to the Royal Navy and Royal Marines will enter either for service on a full career commission (FCC), a medium career commission (MCC) to age 38 or for 18 years (whichever is the later), or a short career commission (SCC), the length of which may vary depending on specialization.

Queen Alexandra's Royal Naval Nursing Service and Women's Royal Naval Nursing Service officers will enter initially on a SCC, as at present.

The change in classification of the former 16/38 commission from an SCC to an MCC has been made to provide the potential recruit with a clearer picture of his period of service.

FCC and MCC officers will remain members of the Armed Forces Pensions Scheme and those at present serving will retain their existing benefits under this scheme.

SCC officers will receive gratuities on satisfactory completion of their period of

committed service or break-point, and will, additionally, qualify for earnings-related benefits under the new State pension scheme, in respect of service from April 6, 1978.

Officers who entered before September 1, 1977, will continue to serve under the terms of engagement offered to them on entry. Direct graduate (X), (E), and (S), instructor, and Royal Marine officers who accepted an initial engagement of less than eight years may apply under existing regulations to extend their commissions to a total of eight years, subject to Ministry of Defence approval.

Arrangements governing transfers from a SCC to a MCC or FCC (or for an extension of an MCC for service to age 50) will, for the present, continue under existing regulations.

Revised arrangements for transfers under the new regulations are under consideration. They will be published as soon as possible.

DCI (RN) 674

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EXAMINATION FOR ADMISSION for fee-paying places for September, 1978, for boarders aged 11+ and 13+ will be held in February, 1978.

Prospectus available from Headmaster's Secretary at the School: Burton Walks, Loughborough, Leics. Tel. 0509 214669

BEWARE

—of boots

A recent fatality is a reminder of the dangers of working on live electrical equipment.

It is emphasised that DMS boots VOCAB Nos 26361 to 26376 are not insulated footwear and are NOT to be worn for this kind of work.

DCI (RN) 694

—and plugs

One easy method of getting fried is to work with electricity plugs on which the terminals have been exposed.

An early design of Admiralty pattern three-pin 13-amp plug (now NATO codified to stock number 5935-99-462-4100) has been found to be unsuitable for service, because heavy-handed

use could cause the cover to drop off.

Plugs of this type marked AP 207627, or any not conforming to BS 1363A, should be replaced by the current fitting.

DCI (RN) 648

— and blades

"Guillotine" is a word with an ominous ring — and from a safety point of view it is as well that this is so. Machines of this type, unless properly used and guarded, can cause dreadful injury.

An official statement says that although H.M. Stationery Office has no grounds for considering, as supplier of office machinery, that any of the power-operated guillotines in use in the public service are unsafe, the department is reviewing the holdings of such machines in relation to modern safety standards.

DCI (RN) J684

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ABOUT BOOKS

Death of a 'Jonah'



VOYAGE TO DOOM

Left: The Prince of Wales, camouflaged and armour-plated, docking at Cape Town on her way to Singapore. Her radar aerials were blotted out in the photograph by the wartime censor.

"Well, I'll never marry Muriel now," thought Sick Berth Attendant Walter Bridgewater as his ship was going down. Saying a prayer as the sea came up to his nose, he prepared to swallow water to get it over with quickly.

But Walter, jammed in a porthole, suddenly found himself freed, was out in a split second, and was possibly the last to leave alive.

For having stayed long tending wounded comrades, he was honoured with a Mention in Despatches. He did marry his Muriel.

When two major units of the Royal Navy have gone down, it may appear a little strange to focus attention on Walter and Muriel, but the incident is one of the few bright spots in the book "Battleship," which tells the story of the sinking of the Prince of Wales and Repulse by Japanese aircraft in 1941.

Authors Martin Middlebrook and Patrick Mahoney have chronicled their account in detail, including scores of survivor "quotes" at telling points in the narrative.

For those who lived through the Second World War, our defeats by Nazi Germany were followed

by staggering setbacks as the Japanese poured into Malaya, picked off the fortress Singapore as though it was manned by the Salvation Army, and marched to the gates of India.

A brief while before the collapse, the new battleship Prince of Wales, the aged battle-cruiser Repulse, and the aircraft carrier Indomitable were sent as reinforcements.

The "Indom." was damaged, preventing its arrival. Although the carrier Hermes was in the area at the time, no consideration was apparently given to using her as a replacement.

Easy prey

The real drama had begun. The wheel of Fate spun inexorably as the two great ships, accompanied by destroyers, sailed up the coast of Malaya without air cover, to find and batter the invading Japs.

Spotted by enemy aircraft they were tackled as easy prey, and sent to the bottom with the loss of more than 800 out of a total complement of nearly 3,000.

There was dedication to duty and heroism enough to command a season of investitures as escort ships

collected survivors from shark-infested waters and from the very side of one of the smashed giants.

The disaster was a despair to British morale, arousing biting criticism which is now revived as full official records are released by both sides.

The Prince of Wales was regarded by some in the Royal Navy as a "Jonah." She went into battle without being properly "worked up," while the Repulse was a proud ship which, despite armament limitations, did all that could be expected of her and her crew.

Unlucky to the last, the Prince of Wales was hit by a torpedo in the worst possible position — a propeller shaft doing high revs.

Unhappily, practically everything else also seemed to go wrong. Guns jammed, the electrics went haywire, damage control was disorganized.

Worst of all, the Admiral on the bridge, Tom Phillips, when the end was obvious, still asked by radio only for tugs or destroyers. Planes were available at Singapore, but when they eventually got to the scene, it was all over. Survivors screamed abuse at them. Some sailors were even reported as cheering as the "Jonah" went down.

The summing-up on Admiral Phillips in regard to his failure to break radio silence for air cover

is this: "Two great ships and many good men were lost because one stubborn old sea-dog refused to acknowledge that he had been wrong (about the danger to capital ships from aircraft)."

However, that is all too black and white. The authors freely concede that hindsight is not the best additive for a balanced conclusion.

At the time, struggling Britain just wanted to forget the Singapore shock in a backs to the wall defence while resources were being marshalled to hit back at all our enemies.

Useless loss

Now, the Prince of Wales and Repulse lie in shallow water as war graves, with wired-on White Ensigns beneath the waves, streaming out eerily in the passing current.

Hopefully, despite efforts by Japanese salvage interests, they will lie on undisturbed, containers of so much grief — and conscience.

If reading the book leaves a sense of desecration, it must be forgiven as a pang associated with unpalatable disclosure and useless loss.

"Battleship" is published by Allen Lane (price £5.95).

A QUALITY JOURNAL FOR THE NAVAL ENTHUSIAST

Warship

Edited by Anthony Preston



WARSHIP is a new quarterly journal devoted to the design, development and service history of combat ships. The scope is international, the contributors are well-known authorities, and all articles are fully supported by plans, tables and many photos. Subjects so far covered range from the Lexington [CV-2] to the Kiev, from Italian battleships to 'Flower' class corvettes, and from British destroyer appearance details to German battleship armour schemes.

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QUESTION MARK ON MIDGETS

When an Egyptian Navy missile-carrying "midget" sank an Israeli destroyer, the shock wave went far beyond the Mediterranean scene, but did the incident warrant a total re-think about war at sea?

True, the Israelis now have big fast attack craft armed with missiles, and midgets which can either carry a crew of five or be radio-controlled to deliver their surface-to-surface guided missile at 50 knots.

Says "Fast Attack Craft," published by Macdonald and Jane's (price £8.50), "a swarm of such mosquito craft could perhaps overwhelm the most sophisticated frigate afloat... Perhaps."

Authors Keiren Phelan and Martin H. Brice have produced a highly-informative study on the evolution of design and tactics relating to small fast fighting boats.

WISDOM

They certainly do not support the creation of a midget armada, despite the change of sting from torpedoes to missiles, but they do believe that every major fleet should have at least one group of fast attack craft in commission.

Even if a navy does not swoon at the thought of a midget-ship enemy, it is hard to deny the wisdom of thorough training in the art of hitting him.

But the word "perhaps" still rules. Despite optimistic claims in the past, the midgets did not achieve wonders. As well as the missiles, there are missile defences, and until the gloves are off it is difficult to draw conclusions.

In the end, given the time, ingenuity is always the winner. Perhaps there is already a rocket mine which could make a nasty mess of an "immune" hovercraft.

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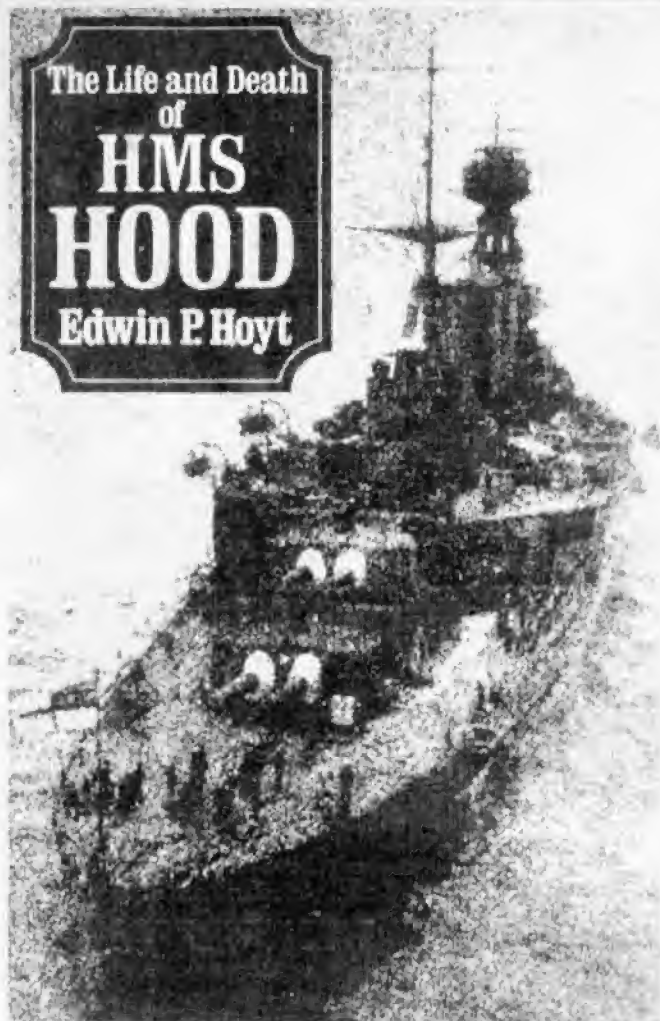
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The Life and Death
of
**HMS
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Edwin P Hoyt



New light on Battle of the Atlantic

Hitler's rope round the neck of Britain was severed in May, 1943, when 41 U-boats were sent to the bottom, inflicting a blow on the German Navy from which it never recovered.

The month's losses marked the climax of the Battle of the Atlantic, the drama of which is kept alive today by a stream of books examining every facet of the struggle. New impetus has been given to the writing by the recent release of war documents on both sides.

The action is vividly illustrated in "The Battle of the Atlantic" — an addition to the Time Life series on the Second World War.

Paintings by Allied and German artists add colour and impact to a picture-packed and

beautifully-produced work. The author is Barrie Pitt.

"The Month of the Lost U-Boats," by Geoffrey Jones, is published by William Kimber (price £5.95), and deals solely with the Atlantic turning point.

Having access to records, he is able to name the opposing fighters in the triumphs, suffering and disasters, which emerged into a massive combined operation of naval and air strength. Germany's sailors fought courageously, and paid dearly.

The third of this month's books revives the cold shudder which shocked Britain when the pride of

her fleet was sent to the bottom in minutes.

As Nazi Germany stepped up attacks on Atlantic convoys, strong British naval forces were tied down by the threat of major enemy units slipping out from their bases to join in.

It was the fate of the elderly "queen" of the R.N. to meet the brand new Bismarck, the strongest ship in the German Navy.

"The Life and Death of H.M.S. Hood," by Edwin P. Hoyt, is published by Arthur Barker (price £4.95), and recounts the story of the great vessel from launching to its end.

WHEN MORALE WAS AT A PEAK...



When statements are being made that morale in the British armed forces is low, it is refreshing to hear the voice of an old-timer.

Victor Hayward had not even seen the sea when at the age of 15 he joined the Royal Navy just before the outbreak of the First World War.

For 40 odd years he wanted to write his story, and now he has burst into print with "H.M.S. Tiger at Bay," telling of his naval service, which included the Battle of Jutland. The style of composition follows the do-or-die patriotic fervour of the title.

His ship was the finest battle cruiser ever built, and he sailed with the finest ship's company under the greatest officers who ever walked. Their glory was on

the "dark satanic waters of the Jutland Bank."

It would be easy to be condescending, were it not for the spirit shining through the script — the total faith of a man who staunchly believed in his mates, his ship, and his country.

Something of what the old boys had should not be allowed to slip away. When the going gets a bit tough it is not a bad time to remember.

"H.M.S. Tiger" is published by William Kimber (price £4.95).

Handsome volume

Aircraft carriers, nuclear submarines, hovercraft, and tankers of unbelievable size are evidence of the striking changes achieved by modern technology in the maritime scene.

"Ships of the Twentieth Century," edited by Pat Hornsey and published by the New English Library (price £4.95) is a large and handsome volume of "presentation" quality, reflecting man's latest creations on the sea.

The book, which is packed with colour photographs and paintings, examines the development of 21 different types and classes, as well as re-telling stories of individual vessels such as the Titanic and Torrey Canyon.

George back at Fisgard

Looking smarter, brighter and more determined than ever, the figurehead affectionately known as George is back at the main gate of H.M.S. Fisgard after a "refit" in the dockyard.

Christened George after a noted pre-war comedian, the figurehead was taken from H.M.S. Fisgard, a frigate built at Pembroke in 1819, broken up in 1879.

IN BRIEF

Few objects in glass cases have a greater attraction than ship models, the best of which display the results of extraordinary skill and patience.

There is ample guidance for today's budding enthusiasts, one of the latest being "Scale Model Sailing Ships," edited by John Bowen and published by Conway Maritime Press (price £6.50).

With the help of the book, the novice is taken through all the essential techniques of construction and finishing.

"Salvage From the Sea," by Gerald Forsberg, published by Routledge and Kegan Paul (price £4.95), is the work of an officer whose naval appointments included that of Assistant Director Ocean Towing and Wreck Dispersal. He gives an insight into a highly-specialised profession, writing in humorous vein and including much nautical anecdote.

UP-TO-DATE

In the Blandford Press colour series, "Lifeboats of the World," by E. W. Middleton, provides a pocket encyclopaedia giving an up-to-date picture of the changes in sea rescue craft and techniques. The book, which is priced at £3.75, is generously illustrated.

"Touch and Go" is C. Northcote Parkinson's third novel about the adventures at sea of Richard Delaney — well written "Hornblower" type swashbuckle from a lifelong student of naval warfare in Napoleonic times. The publisher is John Murray (price £3.95).

A book which has been reprinted 25 times since 1884 must be something special. "Burgess's Knots, Ties and Splices," revised for the second time, now appears as a paperback by Routledge and Kegan Paul (price £1.25).

"The Sinking of the Kenbane Head," published by Blackstaff Press (price £2.75 paperback) is the work of Belfast writer Sam McAughtry, whose brother was lost in the Battle of the Atlantic. Ludovic Kennedy adds an enthusiastic foreword to the book.

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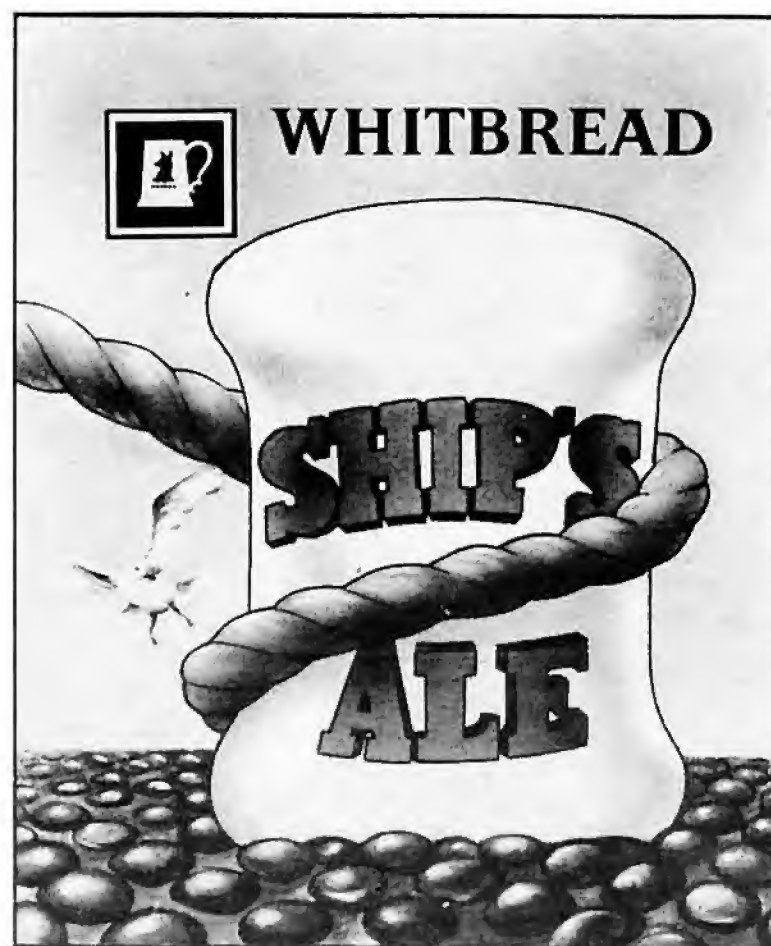
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HOVER-VIEW

These pictures were taken during Exercise Roast Beef on board hovercraft BH7 from the Naval Hovercraft Trials Unit at Lee-on-Solent. H.M.S. Kadleston is silhouetted astern of BH7 (below, left) and in the other picture H.M.S. Gavinton leads the Brinton and the Kadleston past the hovercraft.

Pictures: LA(Phot) Brendan Pratt.



Coastal fishermen pursuing their livelihood off Essex have a little less to worry about — thanks to a Royal Navy minesweeping exercise. Exercise Roast Beef discovered more than just practice mines around the eastern and southern coasts of England.

Five live second world war mines were unearthed and destroyed. More than a dozen mine counter-

measures vessels took part in the exercise designed to test the Navy's ability to ensure safe passage in time of war.

The threat posed by mining is very real. Half Germany's navy was tied up in clearing 200,000 Allied mines laid by 1943, and more ships and tonnage were sunk by mines than any other single source.



MINES!

It is estimated that today the Soviet Union has twice that number of mines in her arsenals.

Modern mines are more complex and harder to destroy. Sophisticated detection methods have been developed since the Navy's present force of mahogany-hulled Ton-class vessels was built in the late 1950s.

To house the modern equipment, a

new class of "plastic" MCM vessels — intended for both hunting and sweeping — has been designed. Named after Hunt-class destroyers, they will be the largest ships in the world constructed of glass reinforced plastics.

Two have already been ordered and the first, the 625-ton H.M.S. Brecon, is scheduled to enter service early in 1979.

Birthday Bossington



Divers return from Pacific

Eleven Royal Navy clearance divers from H.M.S. Vernon have returned home after a successful eight weeks in the Pacific, where they cleared up dangerous second world war debris.

Working in the Gilbert Islands and Tuvalu (formerly the Ellice Islands), the divers, led by Lieut.-Cdr. Dennis Selwood, cleared minefields and hundreds of shells.

In the Funafuti Lagoon in Tuvalu, the divers cleared six minefields laid during the war by United States Forces to protect the anchorage from the Japanese.

Among relics of world war two which the team had to clear were more than 400 six-inch shells and other projectiles on the neighbouring island of Nanoumea. They also cleared grenades, mines and bombs from wartime bunkers on the island of Betio.

H.M.S. Bossington's 21st birthday celebrations started with a bang at a Guy Fawkes night bonfire party and barn dance at Bossington House near Romsey. The estate is owned by Mr. and Mrs. David Fairey, with whom the ship has formed close links in recent months.

Members of the ship's company and families from the estate planted 71 trees in a special plot in the grounds of the house. The Bossington's commanding officer, Lieut.-Cdr. Leon Lindsay, uncovered a brass plate commemorating the event.

The Portsmouth-based Bossington is due to complete a docking period on December 12, 21 years to the day since she was accepted into the Navy in 1956. The Bossington is due to deploy to Standing Naval Force Channel in the New Year, and is pictured above in STANAVFORCHAN livery.

WE, THE LIMBLESS LOOK TO YOU FOR HELP

We come from both world wars. We come from Kenya, Malaya, Aden, Cyprus and from Ulster. From keeping the peace no less than from war we limbless look to you for help.

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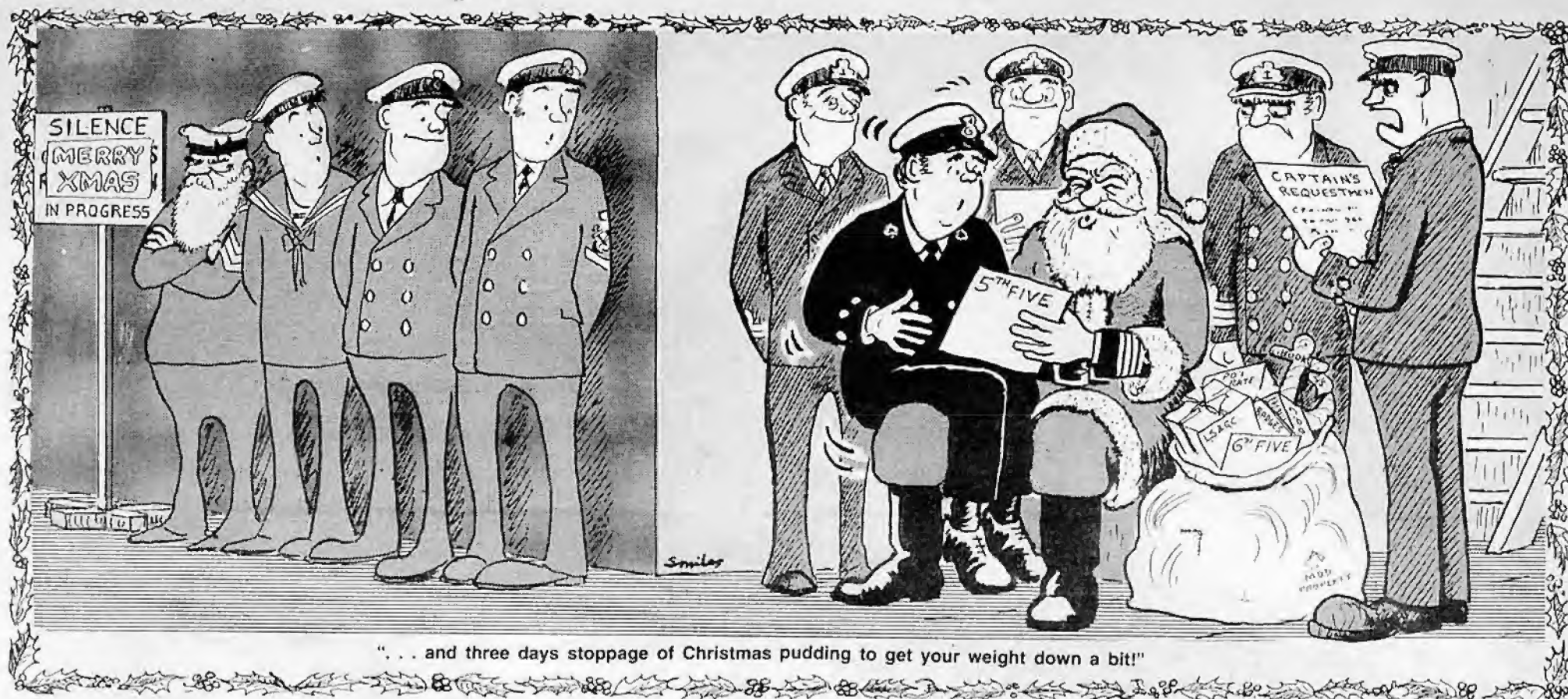


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"... and three days stoppage of Christmas pudding to get your weight down a bit!"

NEWSVIEW

Jack and his real worth

With another pocket-ravishing Christmas a'coming, many a naval household has no doubt executed a brisk mental leap-frog over the depressing monetary aspects of the festive season to the financial promise of spring.

What the Services' pay package will produce next April must, of course, remain an unknown factor. Everyone is entitled to play the guessing game, but the Government's guidelines are there, and it would be a bold soul who pinned his hopes on the gravy train running off those particular rails.

No-one has sought to deny that this year's award left the Services at a disadvantage in terms of comparability with civilian earnings as judged by job evaluation, which is the basis of the military salary.

What was not published, however, were details of the "comparability gap" by rank and rating, and only the Armed Forces Pay Review Body is in a position to spell out those details.

After the last award, the suggestion was made in some quarters that, whatever the actual award in the light of pay policy, it would have been useful if those figures could have been published for all to see, the Servicemen in particular.

Recommendations

A parliamentary question asked for an undertaking that the AFPRB will be in no way restricted in the recommendations it may make in April "bearing in mind that the Government have it in their power not to implement them fully right away."

The ministerial answer was that the AFPRB, an independent body, will make recommendations as it sees fit, and it will then be a question for the Government to determine what policy should be pursued.

The opinion that in industry some "spurious productivity deals" are now being drawn up has been voiced in a letter received from a PO. Many claims and counter-claims are being made on this score and the evidence at least looks debatable.

Lack of factual evidence often lies at the root of misunderstanding in many walks of life, and a question which will surely be asked again during the coming months is whether Jack (and his opposite numbers in the other Services) has the right to know what he's worth in military salary terms — whatever the actual sum he is awarded. Financial facts may not buy the baby a new bonnet, but they could make smoother the path to the true day of reckoning.

PENSIONS: THE 'LOST' YEARS

Cash — or to be more precise the lack of it — is never far from many people's minds these days and among those watching the whole salary scene with a particularly sharp eye at the moment is the Serviceman.

The effect of pay restraint on pensions is also exercising quite a few minds, including those about to leave the Service.

Says one CMEM, writing from H.M.S. Cochrane, "I realise that the Armed Services have no industrial muscle and cannot hope to get more than ten per cent. next April, but what is to be done about pensions of men leaving the Service during the next 18 months?"

"A man who left the Service three years ago has had his pension increased annually by the rate of inflation (payable at age 55), but a man leaving the Service between April 1, 1978 and March 31, 1979 will have had his pension held down by three years of the present Government's incomes policy, thus giving a man who left the Service three years ago a higher pension after the age of 55."

"No doubt when the present pay policy comes to an end, the industrial muscle men will be doing a lot of hard bargaining to catch up on ground

lost over the past three years, but what about the man leaving the Service in the next 18 months?"

"Does the pension anomaly stay with him, thus making him pay for the Government's fight against inflation for the rest of his life, or is there going to be a move by the AFPRB for gaining lost ground on pensions?"

One point which should be understood is that there is no Incomes Policy Stage 3, but that the Government has issued pay guidelines that settlements should be within a maximum of ten per cent. of earnings. As well as enforcing these recommendations in the public sector, they expect the private sector to follow them too. It is too early to be sure what companies, if any, have made settlements outside the guidelines, we are told.

Pension payable on leaving the Service depends on the rate of pay in force at the time. At the full career pension age of 55, the Service pension represents 48.5 per cent. of the average pay rate in force for any given rank or rating.

Similar methods of establishing the "initial" pension by its relationship to pay are used by other public sector pension schemes such as the Civil Service, miners, police and railwaymen.

It follows that as the "initial" pension depends on the rate of pay, in times of pay restraint this pension could be less than one would wish when making comparison with the lot of others.

There is nothing new in this situation — it is a fact that some 1945 Service pensioners today are getting more pension than those who retired in 1973 with comparable rank and Service time.

Generally, the better pension years are those in which wages go ahead of prices but it should be remembered that Service pensions are not normally adjusted under the Pensions Increase scheme until the age of 55 is reached and in many cases the earlier pensioners are living on much smaller pensions than those retiring today.

To get equality among pensioners over the age of 55 would either mean freezing the highest pensions until the lower pensions catch up (and that wouldn't be universally popular!) or increasing the lower pensions to the level of the higher ones (a very costly operation).

Perhaps a few blessings should be counted — thousands of pensioners in the private sector are not covered by the Pensions Increase scheme at all.

ANTRIM'S SALUTE

The Queen and Prince Philip listen to the cheers of H.M.S. Antrim's ship's company as the guided missile destroyer steams past H.M.Y. Britannia in the traditional salute of the Royal escort.

The Antrim accompanied the Royal Yacht throughout the Queen's Jubilee tour of the Bahamas and West Indies, including visits to Nassau, the Virgin Islands, Antigua and Barbados.

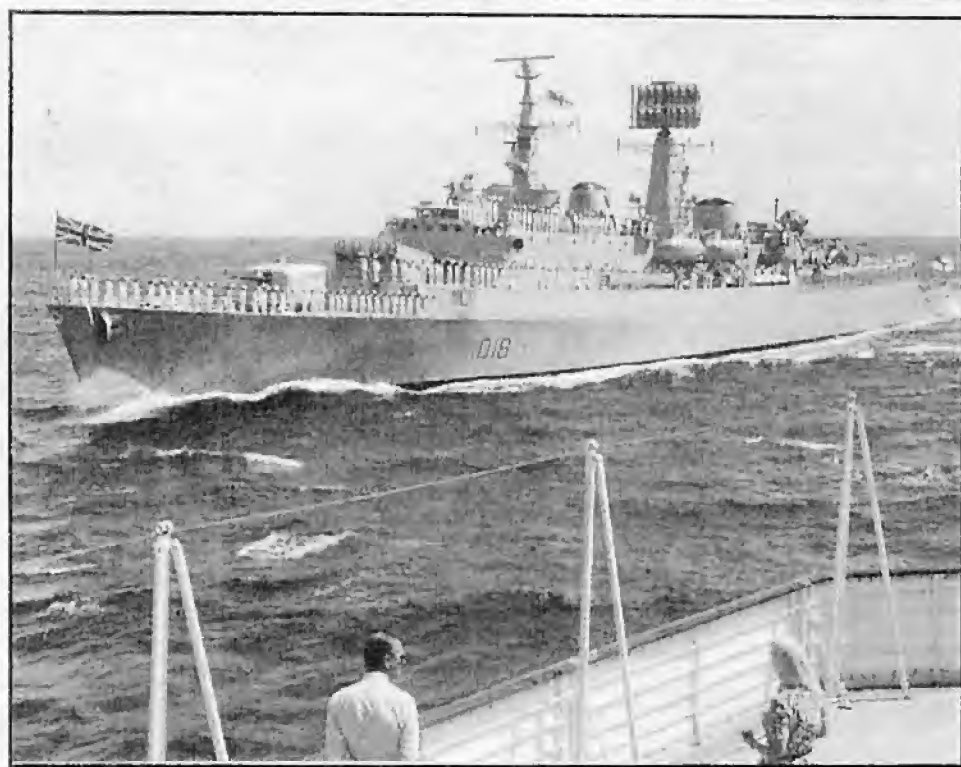
Count Basile, the big band leader, was a surprise visitor at Freetown in the Bahamas. He was welcomed on board by the Antrim's commanding officer, Capt. Gordon Walwyn.

Unforgettable for the ship's company was the low flypast made near Barbados by the Concorde which later flew the Queen home.

Deployed since mid-August, the Antrim also took charge of the H.M.S. Hermes group as they crossed the Atlantic, exercised with the United States Navy and assisted H.M.S. Penelope in her Seawolf demonstration firings.

The Antrim, which is due back in Portsmouth just before Christmas, also found time to call at Bermuda, Mayport, Florida, and Newport, Virginia.

Picture: LA(Phot) Tom Suddes



PAGEANT IN BERLIN

Members of the Royal Navy Display Team, which is based in H.M.S. Vernon, Portsmouth, spent two weeks in Berlin, where they appeared in a military pageant which was described by the Berlin Morgenpost as "The British Show — The Greatest Ever."

The theme of the 1977 Berlin Tattoo was the Queen's Silver Jubilee and the superb setting in Berlin's Deutschlandhalle depicted Hyde Park Corner and a magnificent replica of the Tower of London.

More than 700 musicians from 17 Service bands — including the Royal Marines — took part in this display of pomp and ceremony, the high spot of which was the re-enactment of the Queen's Coronation.

The Royal Navy contingent, led by Lieut.-Cdr. L. McA. Jay, numbering 68, including 32 window-ladder climbers; a team of field gunners who on this occasion presented a cutlass-swinging routine (for which they

were trained in ten days); and an arena party.

During their stay in Berlin they took part in various sporting and social activities, including a coach trip to East Berlin and a visit to the Olympic Stadium to watch a football match.

Soon after returning to Portsmouth, the team were off again — to present their display in Hong Kong. They were due to return to the U.K. on November 29.

● Right: The R.N. Display team parades down Berlin's Kurfuerstendamm before the city's 1977 Tattoo.



Return of the Hardy annual

Like an ageing star who keeps making a comeback, H.M.S. Hardy has returned to active service, coming out of reserve to rejoin the 2nd Frigate Squadron.

Last of the Blackwood Class Type 14 frigates with an operational role, Hardy commissioned in December, 1956. Her chequered career nearly ended in April, 1975, when an explosion blew out part of the ship's boiler room.

After a refit, Hardy helped police Britain's 200-mile fishing limit. She paid off into reserve during the summer.

At her recommissioning ceremony at Portsmouth, Mrs. Diane Christie, wife of the commanding officer, Lieut.-Cdr. W. J. Christie, assisted by JEM Christopher Bennie, cut the cake, watched by Flag Officer Portsmouth (Rear-Admiral Wilfred Graham).

HERMES IN COPENHAGEN

After visiting Portsmouth for a post "Ocean Safari" discussion H.M.S. Hermes sailed to Copenhagen for a five-day routine visit.

The ship was joined alongside by ships of STANAVFORLANT.

Calls were made to the ship by the British Ambassador, Miss A. M. War-

burton, the Chief of the Danish Navy, Vice-Admiral Thostrop, and the Commander of Copenhagen naval base, Captain E. V. Jorgensen.

At the official reception guests were entertained by music of the Junior Band of the Royal Marines School of Music.

The Hermes will always have happy

memories for Writer Nicholas David, who has left the ship for H.M.S. Pembroke. During the ship's Westlant deployment he had the winning ticket in the grand ship's draw. The prize — a Ford Fiesta.

At a special send-off he received the keys of the car from the Second Sea Lord, Vice-Admiral Sir Gordon Tait.

Shetland meets Shetland (GUESS WHERE)

On fishery patrol east of the Shetlands, H.M.S. Shetland made a routine fishery inspection on board a Boulogne trawler named ... Shetland.

She was one of a group of large French stern trawlers fishing 18 miles from land and the first boarding officer, Lieut. R. L. Yerrill, presented the skipper, Andre Galon, with a ship's crest.

CLEOPATRA BACK IN EGYPT (With Zulu warriors)

Cleopatra's charm and beauty are undiminished. When she dropped in on Alexandria the Egyptian people were as quick to take her to their hearts as they were a few thousand years ago. Her company was entertained royally at mosque and pyramid, as were the Zulus accompanying her.

This Cleopatra was the Royal Navy frigate, visiting Alexandria with H.M.S. Zulu before they and other ships of the Group Six Deployment continued on passage to the Far East and Australia.

Visitors to the two frigates included the Commander-in-Chief of the Egyptian Navy, Rear-Admiral Ashraf Refaat, and the Egyptian Minister of Defence, General Gamassy.

EXERCISE

Vice-Admiral R. D. Macdonald, Commander Allied Naval Forces Southern Europe, flew his flag in the American cruiser U.S.S. Biddle during the eastern phase of Exercise Display Determination in the Mediterranean.

He took operational control of a NATO force of ships, submarines and aircraft from Britain, America, Italy, Greece, and Turkey, including the Royal Navy's Group Six deployment.

Despite rough weather Vice-Admiral Macdonald was able to visit H.M. ships Tiger and Cleopatra, a Turkish ship and two Greek ships, on one of which he was greeted with a glass of whisky on a silver salver.

● Right: MEM1 Pearce, plus back-seat photographer, enjoy a camel ride near the Pyramids during H.M.S. Cleopatra's five-day visit to Alexandria.



Lundy 'aisle' visit

H.M.S. Fawn's visit to the island of Lundy, off the north Devon coast, during an autumn survey, coincided with the first wedding in the island's St Helena Church this century.

The bride and groom, Gordon and Joanna Bloor, invited the ship's company to the wedding and reception, where they joined the island's entire population of 25.

The Rev. Peyton-Jones, a former Royal Marines Commando, now Vicar of Lundy and Appledore, officiated, assisted by the survey fleet's own chaplain, the Rev. Nigel Pond.

Before the Lundy visit the Fawn and her sister ship, the Fox, spent a week-end in Bristol.

'Victory' returns to Raleigh

Resplendent after an eight-month "refit" by the Curator of Devonport Dockyard Museum, Mr. Charles Cabot, H.M.S. Raleigh's seven-foot long model of H.M.S. Victory has returned to the Plymouth establishment.

Formerly an exhibit in the Raleigh museum, and remembered by generations of ratings who received naval history lectures in their new entry training, the model now has pride of place inside the main entrance of the Training Centre.

Flags for the model spelling out Nelson's "England Expects ..." signal were hand-made by Wren training support assistants.

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1917-1977

THE WOMEN'S ROYAL NAVAL SERVICE

— THEN AND NOW

Sixty years after the first Wrens pulled on their thick black stockings and plonked a pudding basin hat on their heads, a Service which has gone on to achievement in war and peace in distinctive style is celebrating its diamond jubilee.

A special exhibition at the National Maritime Museum at Greenwich, together with an associated book, provide scores of mementos and memories, besides reflecting Service life for the girls, against a background of the changing place of women in society.

Two world wars played a decisive part in the story of the WRNS. The First saw its formation only a short time after the Suffragette campaigns for women's emancipation, and opened the doors for women at work. The Second swung those doors wide to a tremendous range of opportunities, there for the taking.

"Release a man for sea service" was the cry in 1917 when a deteriorating manpower situation created a desperate need for people to undertake shore jobs. But it was during the Second War that numbers in the re-formed Service reached 75,000 — something like Britain's total naval strength today — with a staggering range of jobs, and service all over the world.

After the First War, efforts to retain the Service failed and it was not until after the Second, in 1949, that the Service became a permanent part of the naval scene. This year has seen another landmark with the WRNS coming under the Naval Discipline

Act (something wanted by the Directors in both wars but a subject of controversy in peacetime).

Nearest thing to a birth certificate for the Service is a letter from the then First Lord of the Admiralty to King George V on November 26, 1917. Two days later the King gave Royal Assent to formation of the Service.

At least five ideas were put forward for the title of the new Service, among them Women's Auxiliary Naval Service (WANS) and Women's Auxiliary Naval Corps (WANKS). "Some of the suggestions make one shudder to think of the sailors' reactions," says the book's woman author.

First Director was Dame Katharine Furse, a strong, determined personality and good organizer. Choice of uniform was important and the Director and those who helped her designed well because the basic officers' uniform of her day is still that of 60 years later and has also formed the basis of the modern ratings' wear.

But the ratings' uniform, with its long shapeless dress and pudding basin hat, was not universally popular with those who wore it.

Certainly not all the men welcomed the advent of the WRNS. "For every job taken over by a Wren meant that a man was released for sea service and by 1918 few had any stomach for further fighting," wrote one Wren ambulance driver. "So we were discouraged. This took such forms as disconnecting terminals, air let out of tyres, water in petrol tanks and so on!"

But naval officers and ratings came to value the Wrens' contribution to the war effort.

Their duties had included many not previously

regarded as women's work, among them seaplane servicing, priming mines, mending wire mine nets and driving lorries. And they served at home and overseas.

With efforts to retain the service in peacetime failing, the connecting thread between the two World Wars was the Association of Wrens, formed in 1920. From its members came the nucleus of the re-born WRNS in 1939. (Now there are 60 branches of the Association in the British Isles and nine overseas).

In the Second World War Wrens were employed on every kind of duty ashore and in some instances afloat.

They were bombed and shelled, torpedoed while on their way to overseas postings and showed great courage under fire. There were decorations for bravery and some died.

Many carried out highly confidential and responsible duties. They might easily have succumbed to pressure or subtle inquiry about their work.

But it is a proud claim that no leaks of information, however inadvertent, could ever be attributed to WRNS personnel.

● *Right: The face from the poster . . . As a "model" for recruiting posters, Sylvia Henderson encouraged girls to join up during the Second World War. Miss Henderson, herself then a leading Wren writer, kept one of the posters, has loaned it for the exhibition and posed beside it for this photograph taken by Wren Caroline Whyntie.*



WRNS



Charm, tact and patience are essential features of this responsible job as LWren Mandy Hemmings, a dental hygienist, attends an apprehensive youngster at the Royal Naval Hospital, Gibraltar.

Pictures from . . .

"A lovely, rich exhibition" was the comment of one ex-Wren who was an early visitor to the WRNS diamond jubilee exhibition, which includes photographs, early uniforms, historic documents, and possessions like passes, ration books and albums.

Nearly 200 serving and former members of the WRNS lent personal possessions and provided their recollections to augment material available from official sources.

There are displays on three outstanding women associated with the Service — Dame Katharine Furse (first Director), Dame Vera Laughton Mathews (Director during the Second World War and described as a truly great woman by any standards), and Princess Marina, Duchess of Kent. There is also a new portrait of Princess Anne, the present Chief Commandant.

OPEN DAILY

Featured too are displays on the WRNR, the Association of Wrens and the modern Service.

The exhibition will remain open daily (except at Christmas and on New Year's Day) until Easter 1978, and admission is free.

Opened by Admiral of the Fleet Earl Mountbatten, the exhibition was devised and written by Ursula Stuart Mason, a Wren of the Second World War, who now handles public relations for the National Maritime Museum.

She is also the author of the associated book "The Wrens 1917-77," a well-researched and comprehensive volume which includes much material not previously published. There are 32 pages of photographs and the book is published by Educational Explorers Limited at £4.95 (cased) and £2.95 (limp).



The one with the Twiggy look is wearing an frock dating from the early days of the WRNS for summer or evening wear. She figures in section of the exhibition, as does the officer who has quite a familiar look even today. They include a larger hat and longer skirt.

Pictures: Wrens

D NOW



'Twas ever thus

Vital work of yesterday and today. Left, Wren ratings pictured in one of H.M. Dockyards repairing mine nets — note the tough gloves to protect hands from coarse wire. Right, Wren Air Mechanic Janine Rickards at work on a Wessex 5 helicopter of 707 Squadron at R.N. air station Yeovilton.

Black-and-white picture: H.M.S. Dauntless collection. Colour picture: LA(Phot) Keith Sturge.



A special breed of bird

In a foreword to the new book "The Wrens 1917-77" the Duke of Edinburgh says the fact that women are prepared to help Servicemen to protect and defend their homeland and their fellow citizens is "strangely comforting and encouraging."

"Men of the Royal Navy, past and present, have the highest respect, affection and regard for the girls who serve in the WRNS," he says. "Wrens are the Royal Navy's special breed of bird and we all offer them our best wishes on their diamond jubilee."

On the future role of the Service, the present Director (Commandant Vonja McBride) has this to say: "Ours is the last of the women's naval services to integrate its administration with its parent Navy, and such integration must be handled with tact and care to be effective."

"It is desperately important that integration



does not mean a loss of femininity for the women, nor yet a competition with men for jobs within the Naval Service. Such is not why the women's Service exists — we are complementary, not supplementary.

"How far can 'equality' go? Do women really want to be trained to fight? I think not. I think they may want to learn to fly naval aircraft, they may want to serve at sea in a constructive and practical way, but not to bear arms in war. This is not a woman's way."

"We must accept a certain limitation to the range of jobs available to us ashore, because there must be a satisfactory sea-shore employment ratio for the men of the Royal Navy."

Commandant McBride also mentions that from 1980 the training of Wren ratings will be at H.M.S. Raleigh and not at H.M.S. Dauntless.

... an exhibition

Just three of the many pictures on show at the exhibition, giving a vivid flashback to earlier times.

Left: A little-known job for the Wrens of the Second World War — coaling ship, working alongside men, wielding a shovel with the best of them.

Below left: The original of this hitherto unexhibited photograph of Wrens drilling

bore the handwritten legend: "Caught on the turn. 1919." No further comments seem necessary.

Below: A very necessary Wrens' job in dockyards and ports in the First World War was the cleaning of lifebelts. In this classic picture evocative of a certain old-fashioned cigarette advertisement, two ratings have a friendly word with an "old salt."



officer's coat
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Caroline Whyte

Bristol is back

Three years and two days after H.M.S. Bristol — the Royal Navy's one and only Type 82 guided missile destroyer — was severely damaged by fire on November 1, 1974, she was rededicated in Portsmouth Naval Base.

The disastrous fire completely gutted her steam turbine room, the workshop area was damaged, and there was major buckling of the deck head. Temporary repairs were made after the fire and the ship completed her trials programme by using her two Olympus gas turbines.

Major repairs had to wait until she was due for her normal refit, which took 18 months and cost £8 million.

WINDSWEPT

Members of the ship's company and guests stood on a wet and windswept Fountain Lake Jetty for the rededication ceremony conducted by the Rev. Kenneth Clark, of St Mary Redcliffe, Bristol.

After the service an iced cake was cut by Mrs. Weir, wife of the commanding officer, Capt. A. F. R. Weir. She was assisted by the youngest member of the ship's company, 17-year-old JMEM David Pickford. Because of the inclement weather the ceremony was carried out in the hangar of the commando ship H.M.S. Bulwark, which is in mothballs near Fountain Lake Jetty.

Guests at the rededication service included Vice-Admiral J. H. F. Eberle, Chief of Fleet Support, and Lady Eberle; Vice-Admiral Sir Ian Hogg and Lady Hogg (who launched the ship on June 30, 1969) and the Lord Mayor of Bristol, Mr. E. Wright.

• The Bristol cost £27 million and was commissioned on March 31, 1973. When plans for more Type 82 destroyers were

dropped she became a test ship for the Sea Dart and Ikara missile systems, making her one of the most powerful ships in the Fleet.

Above — H.M.S. Bristol is rededicated.

Picture: CPO (Phot) Tony Wilson.



BEER SWOP STIRS BLOOD ON HYDRA

H.M.S. Hydra was an impressive sight (see below) alongside Garden Reach, Malta, where she called early in November on her way to the Persian Gulf. The Hydra and her sister ship, H.M.S. Hecate, are carrying out the initial phase of a three-year contract survey for the Iranian Government. They will be joined in the New Year by H.M.S. Beagle and all three ships are due to return in June, 1978.



Picture: LA(Phot) D. Wigfield.

Before leaving the U.K., the Hecate's commanding officer, Cdr. G. L. Hope, was invited to the commissioning of the naval section of the Wellington School Unit, Combined Cadet Force, which is officially affiliated to the ship. The naval section comprises two officers and 25 cadets, out of a total of five officers and 200 cadets in the Unit.

RESEARCH

The eight-month deployment to the Gulf is providing Surgeon Lieut. D. Price, of H.M.S. Hecate, with an ideal opportunity to carry out some research into viral illness. He aims to take blood samples from any member of the ship's company suffering from any form of viral infection during the trip.

These will be analysed and compared with samples taken before the deployment from more than 95 per cent. of the ship's company. It is believed that the offer of a free can of beer contributed to the high turn-out of volunteers.



Capt. P. J. Symons (right), commanding officer of H.M.S. Birmingham, is pictured with the ship's Lynx, the first such helicopter to carry a ship's name. On the left is the flight commander, Lieut. T. F. Brookman, and in the centre his observer, Lieut. J. B. Harvey.

Picture: LA(Phot) Keith Sturge.

GETS FIRST LYNX FLIGHT

The first Lynx flight to bear the name of a ship, that of H.M.S. Birmingham, is due to commission at R.N. air station Yeovilton this month.

Meanwhile, the second flight of the new Anglo-French helicopter — for H.M.S. Pheobe — has been formed and is due to commission in January.

January also sees the first flight embark permanently in the Birmingham.

702 SQUADRON

After the intensive Flying Trials Unit for the Lynx ceases operations, 702 Squadron will be formed at Yeovilton with responsibility for training Lynx aircrew and maintainers, and for parenting ships' flights.

Guest of honour at the Lynx Birmingham flight commissioning on December 13 will be Flag Officer Carriers and Amphibious Ships (Rear-Admiral W. D. M. Staveley).

• A painting of H.M.S. Birmingham at the Silver Jubilee Review has been presented to the ship on behalf of the Admiralty Board by Navy Minister Mr. Patrick Duffy.

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Pen Pals

Readers seeking penfriends in the Royal Navy are listed below. Any sailor who writes to an applicant must use a stamped envelope bearing the applicant's name and town. The letter should be enclosed in a second envelope addressed to "Pen Pals," Navy News, H.M.S. Nelson, Portsmouth. On receipt the replies will be redirected — but only if they have been stamped.

Details of the applicants are as follows:

Mary (15), 5ft. 3in., brown hair, blue eyes, Portsmouth.
Pearl (26), single, 4ft. 10in., fair hair, blue eyes, Co. Armagh.
Maureen (20), single, 5ft. 7in., brown hair,

blue eyes, Co. Donegal.
Carol (16), single, 5ft. 4in., brown hair, blue eyes, Glasgow.
Rose (35), single, 5ft. 6in., brunette, grey-blue eyes, Wembley.
Margaret (38), divorced, 5ft. 7in., brown hair, brown eyes, Devonport.
Ann (19), single, 5ft. 4in., black hair, hazel eyes, Kilmarnock.
Sylvia (19), single, 5ft. 3in., black hair, blue-green eyes, Edinburgh.
Susan (27), single, 4ft. 8in., brown hair, hazel eyes, Dundee.
Jean (20), single, 5ft. 5in., brown hair, blue eyes, Ross-shire.
Helen (26), divorced, 5ft. 7in., auburn hair, blue-green eyes, Edinburgh.
Brenda (32), single, 5ft. 2in., brown hair, brown eyes, Belfast.
Kerry (16), brown hair, brown eyes, single, Plymouth.
Karen (15), ginger hair, hazel eyes, Plymouth.
Kate (17), single, brown hair, brown eyes, London.
Jackie (17), single, 5ft. 5in., blonde hair, blue eyes, Coventry.
Mary (20), single, 5ft. 4in., brown hair, brown eyes, Fife.
Wendy (23), single, 5ft. 4in., auburn hair, green eyes, Aberdeen.

Margaret (21), single, 5ft., brown hair, green eyes, Aberdeen.
Margaret (29), 5ft. 11in., auburn hair, blue eyes, Co. Down.
Roseann (17), single, 5ft., brown hair, blue eyes, Glasgow.
Evelynn (35), divorced, 5ft. 4in., fair hair, blue eyes, one child, Glasgow.
Enid (42), divorced, 5ft. 4in., fair hair, green eyes, Mountain Ash.
Jean (15), 5ft. 7in., brown hair, green eyes, Leicester.
Glynis (17), single, 5ft. 6in., auburn hair, brown eyes, London.
Sally (17), single, 5ft. 2in., brown hair, brown eyes, Plymouth.
Sue (17), single, 5ft. 3in., brown hair, green eyes, Wimbome.
Evelyn (22), single, 5ft. 3in., brown hair, blue eyes, Paisley.
Jane (16), 5ft. 3in., auburn hair, blue eyes, Dungeness.
Lynne (17), single, 5ft. 4in., brown hair, brown eyes, Farnborough.
Wendy (20), single, 5ft. 6in., fair hair, blue eyes, Basingstoke.
Sheila (38), divorced, 5ft. 8in., fair hair, green eyes, Havant, Hants.
Caroline (18), blonde hair, grey-green eyes, single, Newton Abbot.
Christine (18), 5ft. 1in., brown hair, blue eyes, Glasgow.
Tina (55), divorced, 5ft. 5in., brown hair, grey eyes, slim, Lees Oldham, Lancs.
Karen (16), single, 5ft. 1in., brown hair,

blue eyes, slim, Bristol.
Jude (16), single, 5ft. 3in., blonde hair, brown eyes, slim, Bristol.
Wendy (16), single, 5ft. 2in., brown hair, blue eyes, Bristol.
Debbie (16), brown hair, brown eyes, Sevenoaks.
Sharon (17), single, 5ft. 5in., fair hair, blue eyes, Crewes.
Lorraine (17), single, 5ft. 8in., blonde hair, blue eyes, Swindon.
Sue (21), brown hair, hazel eyes, single, Grimsby.
Julie (19), brown hair, blue eyes, single, Grimsby.
Linda (27), single, 5ft. 3in., auburn hair, green eyes, Coventry.
Elaine (21), single, 5ft. 6in., brown hair, grey eyes, one daughter, Aberdeen.
Tracey (15), 5ft. 2in., auburn hair, brown eyes, Rotherham.
Jacqueline (24), divorced, 5ft. 5in., black hair, New Orlerton, Notts.
Pauline (19), single, 5ft. 2in., dark hair, New Orlerton, Notts.
Irene (56), widow, 5ft. 4in., fair hair, blue eyes, Bridgend.
Karen (21), single, 5ft. 6in., blonde hair, blue eyes, Leicester.
Dorothy (49), widow, 5ft. 1in., brown hair, blue eyes, Bkinton, Morayshire.
Mary (17), single, 5ft. 2in., brown hair, blue eyes, Glasgow.
Valerie (20), single, 5ft. 7in., brown hair, blue eyes, slim, Watford.

NEWS IN BRIEF

The Commander-in-Chief Fleet, Admiral Sir Henry Leach, spent a day at sea in the nuclear-powered Fleet submarine H.M.S. Superb, which is commanded by Cdr. David Ramsay.

Seventy sailors from the frigate H.M.S. Brighton were stranded overnight in St Ives during a week-end courtesy visit. The tide had gone out and the harbour was dry so that the boats could not return to the ship.

While H.M.S. Cardiff, the Type 42 destroyer which is due to join the Fleet in 1978, was being fitted out at Swan Hunters shipyard, members of the ship's company went on their first expedition to the Lake District. Five of the team reached the top of Scafell.

During her visit to Antwerp, H.M.S. Hermione provided the guard of honour at a wreath-laying ceremony to commemorate Liberation Day. The guard, accompanied by the band of the 3rd Parachute Regiment, marched through the city centre.

During a visit to Portsmouth Naval Base the Minister of State for Defence, Dr. John Gilbert, went on board the guided missile destroyer H.M.S. Norfolk, undergoing refit.

Brereton Rules O.K.!

H.M.S. Brereton is pictured here on patrol in Manx waters. In an area of only about one square mile of the herring grounds she accounted for between 80 and 90 fishing boats, which according to the ship's commanding officer, Lieut.-Cdr. W. K. Benbow, "made for some interesting Rule of the Road problems!"

During a visit to the Isle of Man the Brereton, a member of the Fishery Protection Squadron, celebrated her affiliation with Peel, a prominent fishing port. The celebrations included sporting events, a reception on board for island representatives, and a reception and dance ashore for the ship's company.

H.M.S. Galatea, undergoing refit at Devonport, is keeping a close link with her adopted city, Kingston-upon-Hull. While the ship's rugby and hockey teams were "on tour" in the city, those sailors not training or playing gave a face-lift to the ship's adopted charity, Hesselewood orphanage.

Vice-Admiral A. D. Cassidi, Director General Naval Manpower and Training, inspected the Lynx helicopter maintenance training rig in the Air Engineering School during his visit to H.M.S. Daedalus on November 1.

The Royal Navy's ice patrol ship, H.M.S. Endurance, recommissioned at Portsmouth on October 26, when the cake was cut by Mrs. Sheila Wallis, wife of the commanding officer, and the youngest rating on board, OEM Paul Munday. The Endurance sailed for the Antarctic on November 9.

Chaplain of the Fleet, the Venerable Archdeacon B. A. O'Ferrall, attended the inter-denominational NATO Naval Chaplains' conference sponsored by the United States Navy at All Saints Pastoral Centre, Colney, Herts.

The Director WRNS, Commandant Vonla McBride, laid the foundation stone of the new WRNS Quarters at H.M.S. Cochrane, Rosyth. The £500,000 quarters are due to be ready of occupation — by 96 Wrens — early in 1979.

H.M.S. Collingwood was one of the host establishments when six of the seven ships of the NATO Standing Force Atlantic visited Portsmouth at the end of October. The programme included a soccer match between Collingwood Second XI and a NATO team of Norwegian, Dutch, British and German sailors — who lost 2-6.

Swansea Royal Naval Reserve Communications Training Centre has won the annual R.N.R. communications award — the Mountbatten Trophy — for the fourth time. The Centre trains radio operators for R.N.R. minesweepers, NATO and national shore headquarters, and also provides a communications team for H.M. Yacht Britannia. Pictured with Admiral of the Fleet Earl Mountbatten, who presented the trophy, are Lieut.-Cdr. W. G. N. Cale, Officer-in-Charge, and CRS R. H. Cannon, who has been an instructor at the Centre and at H.M.S. Cumbria, Cardiff, since 1967.

When H.M.S. Sabre tied up at Teignmouth docks the youngest skipper in the Royal Navy, 26-year-old Lieut. David Lewis, welcomed on board 85-year-old Mr. Jack Sleeman, a retired Teignmouth Trinity House pilot.

The Nigerian High Commissioner, Mr. H. O. I. Monu, praised the high training standards of H.M.S. Caledonia during a visit to the establishment, where he met some of the Nigerian apprentices under training.



The glass fibre replica of the bell of H.M.S. Illustrious was presented to the Malta National War Museum Association on October 8 by Admiral Sir Charles Madden, on behalf of the National Maritime Museum, Greenwich, where the original battle-scarred bell is held.

An exhibition of photographs and models depicting the Royal Navy during the 100 years after Trafalgar has been borrowed by the Dutch Navy from the Portsmouth Royal Naval Museum.

H.M.S. Narton was damaged while berthed at H.M.S. Vernon on November 15 when a British Rail Isle of Wight passenger ferry collided with her during a gale.

Prince Naif Bin Abdul Aziz, Minister of the Interior of Saudi Arabia, visited H.M.S. Daedalus with other Government officials. After taking the salute and inspecting the guard he watched a demonstration of Sea King and Lynx helicopters.

QUIZ SHOW CHALLENGE

General knowledge quiz shows are gaining in popularity in H.M.S. Collingwood, where they are found to provide an excellent evening's entertainment. It is hoped that Portsmouth ships and establishments, or ships visiting the naval base, will provide teams of four to challenge the Collingwood teams. Challengers should contact Lieut. Bob Bridges, on Collingwood extension 267.

POINTS LEADERS

The following table shows the total points of the men and women at the top of each advancement roster for petty officer and leading rates.

"Intermediate," i.e. men can expect to be advanced before they are eligible to receive merit points or before the roster can be adjusted to take account of them. This means that the men are advanced in "Basic Date" order. Dates shown against "Int" rosters are the basic dates for the top eligible men.

The number following the points (or basic date), is the number of men who have been advanced during October.

Extracts of W.R.N.S. advancement rosters are given when an examination is required to qualify for the higher rate. W.R.N.S. ratings in the MT, TEL, EDUC, D HYG, and QA categories are placed on the rosters in seniority order and are not required to pass an examination.

PO(EW)RS(W) — Int (16.1.76), 1; LS(EW)LR(W) — Dry, 6; PO(M) — Int (5.12.75), Nil; LS(M) — Dry, 1; PO(R) — Int (14.11.75), 3; LS(R) — Dry, 5; PO(S) — Int (25.8.76), 3; LS(S) — Dry, 2; PO(D) — Dry, Nil; LS(D) — Dry, Nil; PO(MW) — 78, Nil; LS(MW) — Int (5.8.77), Nil; PO(SR) — Dry, Nil; LS(SR) — Dry, Nil; POPT — 72, Nil; RPO — 208, 1; RS — 221, Nil; LRO(G) — Int (15.3.77), 2; CY — 300, 1; LRO(T) — Int (7.12.76), Nil.

PO(SM) — Int (3.3.77), 1; LS(SM) — Dry, Nil; RS(SM) — Int (17.6.75), Nil; LRO(SM) — Dry, 6; PO(UW)SM — Int (19.8.76), Nil; LS(UW)SM — Dry, Nil; POMEM — Dry, 20; LMEM — Dry, 47; POEL — Dry, 1; LCEM — Int (6.8.77), 10; POEL — Int (24.2.77), Nil; LOEM — Int (7.7.77), 4; POEL — Int (5.10.76), 12; LREM — Int (8.7.77), 24.

POWTR — 86, 1; LWTR — Int (9.8.76), Nil; POSA — 217, Nil; LSA — Int (18.2.76), Nil; LCA — Dry, 2; POCK — 330, 4; LCK — Int (15.7.75), 8; POSTD — 274, Nil; LSTD — Int (11.2.77), Nil; POMA — 176, 5; LMA — 158, 6; POAF/POAM(AE) — 96, 5; LAM(AE) — Int (27.6.75), 4; POEL(A) — 187, 2; LREM(A) — Int (15.9.76), 5; LEM(A) — 69, 1; POEL(A) — Int (18.1.76), 3; POEL(AW) — Int (12.12.75), 2; LEM(AW) — Int (23.6.76), 2; PO(AH) 224, 2; LA(AH) — Int (1.10.75), 1; PO(AE) — 593, Nil; LA(SE) — Int (14.12.76), 2; PO(AH) — 479, Nil; POWREN AF(AE) — Int (25.8.75), Nil; LWREN AM — Int (26.6.75), 1; POWREN CK — Int (12.11.76), Nil; LWREN CK — Int (4.3.77), Nil; POWREN DSA — Int (12.9.75), Nil; LWREN DSA — Int (12.3.76), Nil; POWREN MET — Int (8.11.75), Nil; LWREN MET — Int (1.6.77), Nil; POWREN PHOT — Int (1.2.77), Nil; LWREN PHOT — Int (7.10.75), Nil; POWREN R — 98, Nil; LWREN R — Int (10.12.75), Nil; POWREN RS — Int (27.2.76), 1; LWREN RO — Int (9.12.75), 5; POWREN STD(G) — Int (26.6.75), Nil; LWREN STD(G) — Int (20.2.75), Nil; POWREN STD(O) — Int (3.8.76), Nil; LWREN STD(O) — Int (14.10.76), 1; POWREN SA — Int (1.9.76), Nil; LWREN SA — Int (8.12.76), 3; POWREN TSA — 265, 1; LWREN TSA — 147, 1; POWREN WA — Int (5.3.76), 1; LWREN WA — 80, 1; POWREN WTR(G) — Int (22.3.76), Nil; LWREN WTR(G) — Int (21.10.75), 7; POWREN WTR(P) — Int (26.6.75), Nil; LWREN WTR(P) — Int (21.10.75), 1; LWREN WTR(S) — Dry, Nil; POWREN DH — Int (6.5.77), Nil.

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Promotions

Authorizations for promotion of the following rates to chief petty officer, chief artificer, or chief mechanic have been issued:

OPERATIONS BRANCH (SEAMAN GROUP)

To CPO(M) — N J Slingsby (Excellent), R J Edney (Excellent), R D Irvine (Sultan), To CPO(R) — V W Barrack (Euryalus), G J Webb (Rooke), R Buck (Raleigh)

OPERATIONS BRANCH (COMMUNICATIONS)

To CCY — H Fletcher (Apollo)

SUBMARINE SERVICE

To CRS — W Martin (Defiance, Capt. SM2), J B Dwyer (CINCLEET)

WEAPONS ELECTRICAL

To COEL — T P Bateman (Norton), To ACCEA — C J Humphries (Defiance)

ACTING SUB-LIEUT.

The name of REMNI M E Mairia, H.M.S. Collingwood, has been added to the "promotion to acting sub-lieutenant" list previously announced.

MARINE ENGINEERING

To ACMEA(P) — C S Lawman (Collingwood), To CMEM — M W Baker (Hermione), K G Humphrey (Excellent), M J Ready (Drake), D Dennis (Phoenix), M K Martin (Andromeda), D N Hobson (Courageous)

SUPPLY & SECRETARIAT

To CPOCA — C H Russell (Apollo), C S T Church (Penelope)

FLEET AIR ARM

To ACCEMN(A) — D Holgate (Heron), To ACCELMN(A) — V G Martin (Heron), To CPOA(AH) — J G F Mercieca (Hermes)

Anna (19), single, 5ft. 1in., brown hair, blue-green eyes, Cramlington, Northumberland.
Jayne (17), fair hair, blue eyes, single, Leicester.
Helen (15), 5ft. 5in., brown hair, green eyes, Telford.
Debra (15), 5ft. 5in., brown hair, hazel eyes, Telford.
Joan (28), single, 5ft. 2in., black hair, brown eyes, one child, Southampton.
Lyn (17), single, 5ft. 5in., fair hair, blue eyes, Fleet, Hants.
Jenny (23), dark hair, green eyes, slim, single, Newcastle.
Babs (49), widow, 5ft. 5in., blonde, Gosport.
Sheila (19), single, 5ft. 4in., brown hair, green eyes, Milton Keynes.
Mandy (17), single, 5ft. 2in., blonde hair, green eyes, Guernsey.
Lynne (17), single, 5ft. 3in., brown hair, brown eyes, Ipswich.
Joyce (32), single, 5ft. 4in., brown hair, green eyes, Brighton.
Mrs. K. (47), widow, 5ft. 6in., dark hair, blue eyes, Plymouth.
Anne (32), divorced, 5ft. 5in., brown hair, one child (8), London.
Susan (29), single, 5ft. 2in., brown hair, brown eyes, Sidmouth.
Maria (17), single, 5ft. 7in., black hair, brown eyes, Swindon.
Margaret (21), single, 5ft. 5in., brown hair, brown eyes, Epping.

Sue (26), divorced, 5ft. 1in., brown hair, blue eyes, slim, three sons, Bournemouth.
Sandra (17), single, 5ft. 4in., brown hair, Southland, New Zealand.
Janet (35), 5ft. 7in., separated, brown hair, hazel eyes, two sons, Hull.
Maria (15), 5ft. 5in., brown hair, blue eyes, Cheltenham.
Anne (18), single, 5ft. 2in., auburn hair, hazel eyes, Walton-on-Thames.
Theresa (18), single, 5ft. 3in., brown hair, blue-green eyes, Kirkcaldy.
Susan (17), single, 5ft. 6in., brown hair, blue eyes, Kirkcaldy.
Beverley (18), brunette, 5ft. 4in., brunette, grey-green eyes, Northampton.
Joan (28), divorced, 5ft. 7in., blonde hair, blue eyes, Portsmouth.
June (22), divorced, 5ft. 1in., blonde hair, blue eyes, one daughter, Belfast.
Gwen (16), 5ft. 2in., auburn hair, green eyes, Newry, Co. Down.
Thelma (17), single, 5ft. 9in., blonde hair, blue eyes, Birkenhead.
Rossino (34), single, 4ft. 5in., brown hair, hazel eyes, Sheffield.
Claire (16), single, 5ft. 5in., brown hair, brown eyes, Bognor Regis.
Wendy (23), single, 5ft. 3in., black hair, brown eyes, one child, Slough.
Pauline (19), single, 5ft. 5in., blonde hair, blue eyes, Worthing.
Sue (17), single, 5ft. 6in., brown hair, blue eyes, Guernsey.

Tammy (39), divorced, 5ft. 1in., auburn hair, blue eyes, Bognor Regis.
Jane (18), single, 5ft. 3in., brown hair, brown eyes, Bracknell.
Margaret (30), divorced, 5ft. 2in., fair hair, blue eyes, Poveysey Bay.
Liz (16), brown hair, blue eyes, single, Sheffield.
Janet (17), single, 5ft. 1in., brown hair, brown eyes, Plymouth.
Jacky (16), 5ft. 2in., brown hair, hazel eyes, Portsmouth.
Barbara (26), fair hair, blue eyes, single, Bournemouth.
Beverley (22), single, 5ft. 4in., brown hair, blue eyes, slim, Bolton.
Elisabeth (22), single, 5ft. 6in., brown hair, green eyes, Perth.
Lesley (23), brown hair, grey eyes, single, Warley, W. Midlands.
Suzi (16), 5ft. 3in., brown hair, brown eyes, Dartford.
Mary (34), single, 5ft. 4in., brown hair, grey eyes, Stockport.
Hilda (19), single, 5ft. 5in., dark hair, blue eyes, Peterlee, Co. Durham.
Heather (16), 5ft. 2in., brown hair, green eyes, St Albans.
Sarah (16), 5ft. 6in., brown hair, hazel eyes, St Albans.
Susan (18), single, 5ft. 5in., brown hair, green eyes, Birmingham.
Di (18), single, 5ft. 1in., blonde hair, blue eyes, Birmingham.

Glynis B. (25), single, 5ft. 4in., blonde hair, green eyes, London.
Helen (37), divorced, 5ft. 5in., fair hair, blue eyes, slim, Fareham, Hants.
Anne (40), separated, 5ft. 7in., blonde hair, green eyes, Kenton, Middx.
Janette (20), single, 5ft. 2in., blonde hair, blue eyes, Wishaw, Lanarkshire.
Freda (26), single, 5ft. 3in., brown hair, blue eyes, Wishaw, Lanarkshire.
Miss D. (16), single, 5ft. 4in., blonde hair, green eyes, Sheffield.
Carole (29), single, 5ft. 2in., fair hair, blue eyes, Solihull.
Susan (18), single, 5ft. 8in., single, brunette, blue eyes, Oxford.
Susan (21), single, 5ft. 2in., brown hair, green-grey eyes, London.
Miss S. (16), single, 5ft. 4in., brown hair, blue eyes, Sheffield.
Gillian (16), fair hair, blue eyes, single, Sheffield.
Margaret (18), single, 5ft. 6in., brown hair, brown eyes, Scarborough.
Jean (31), single, 5ft. 7in., brown hair, brown eyes, slim, West Harrow.

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Calling old shipmates

Mr. Stan Johnson, ex-PO(Driver), 1, Garth Close, Hook, Gooles, Yorkshire, would like to hear from anyone who served with him in H.M.S. Medway, 1938-41; the Mine and Bomb Disposal Squad, Alexandria, 41-43; H.M.S. Bonaventure (Midget Sub Depot Ship) or H.M.S. Cockatrice.

Mr. Watts (ex-leading stoker), 2, Kentport Court, Portrack Estate, Stockton-on-Tees, Cleveland, would like to hear from any other survivors of H.M.S. ("Popper Pot") Penelope.

Mr. E. Tarn, 224, Victoria Road, Ruislip, Middlesex, would like to hear from any old shipmates in H.M.S. Powerful, Gun School, Chatham, H.M. ships Calgarian, Lepanto, Violent, Walpole.

Mr. Jack Parke (ex-Stores CPO), 73, Braddons Hill Road East, Torquay, Devon TO1 1HF, is anxious to contact Mr. Frederick Charles Wardle, who was drafted from H.M.S. Wellington in 1940. It is thought that he lived near Tenby, South Wales. Mr. Parke was a boy telegraphist on board H.M.S. Rodney at the time of the Invergordon Mutiny and he would like to hear from "older ratings who knew more of what was going on at the time."

Mr. John Douglas, 2306, Coventry Road, Sheldon, Birmingham 26, is writing his version of "15 months of hell, Ganges style" and would like to hear from any other members of 247/248 classes, Grenville Division, H.M.S. Ganges, 1947-48. He is also thinking of starting a Ganges Association. "Anyone interested?" he asks.

Mr. E. B. Thorne, Flat 10, Sedgfield Close, Wandsworth Road, Westham, Weymouth, Dorset, joined H.M.S. Caledon (Flag Ship, Second Light Cruiser Squadron) as an 18-year-old stoker in November 1917. Unfortunately he has now lost his Caledon cap tally and a photograph of the ship tied up in the Baltic and he would be pleased to hear from anyone who can help him to replace these treasured items.

Mr. John E. Blain (ex-CPO TAG), PO Box 1374, Sechart BC, Canada VON 3A0, would like to hear from any of his old comrades. He was an air gunner in 818 Squadron and H.M. ships Ark Royal and Furious, 1939-46.

Mr. George F. Sinclair, 22, Vivian Terrace, Edinburgh, EH4 5AN, was a signalman R.N.V.R. serving in light cruisers throughout the First World War. He would be happy to hear from anyone who served with him in H.M.S. Caradoc, 8th Light Cruiser Squadron, during her first commission (from July 1917 until dispersal to Home Ports on January 10, 1919, after operations in the Baltic).

Mr. E. J. Evans (ex-stoker), 54, Tyler Crescent, Abbotsford 2046, Sydney N.S.W., Australia, would be pleased to hear from anyone who served in H.M.S. Jed from 1911 to the end of the Dardanelles Campaign, especially if they can verify the sinking of the Jed of two German U-boats, a German destroyer, and a Turkish destroyer.

Mr. J. S. Wilkinson, Fairview House, Ruckings, Ashford, Kent, would be pleased to hear from anyone who served with him in H.M.L.C. 170, 1942-44.

Mr. H. E. Gould, 29, Newmarket Road, Norwich, Norfolk NR2 2HN, would like to hear from anyone who can tell him what happened to H.M.S. Duke of Edinburgh after she left Scapa Flow in August 1917. She left behind the other ships of the Second Cruiser Squadron — Minotaur (flagship), Shannon, Achilles, and Cochrane — and was not seen or heard of again, at least not by those on the lower deck of the Shannon. Mr. Gould, who was a Blue Marine gunner 1st class, knows that the Duke of Edinburgh was sold in 1920.

OBITUARIES

Bridlington Branch, Royal Naval Association. Shipmate Alex Jack, Founder member. Ex-AB. 1939-45. Died October 31.

South Yorkshire and North Midland Branch, Submarine Old Comrades Association. Shipmate Ernest Newstead. Branch president for 13 years. Served in H.M. submarine Thresher at the time of the "bomb-in-the-casing" incident. Died October 22.

Gosport Branch, R.N.A. Shipmates George Salmon and Jim Dauber, both branch stalwarts.

H.M.S. Coventry Old Hands, Thomas Higley, aged 83. Joined Royal Navy in 1912 and served 22 years. Recalled in Second World War and served in H.M.S. Coventry.

Belfast Branch, R.N.A. Lieut.(E) C. A. Maxwell. Died in Sutton General Hospital, Surrey, October 24. Served in R.N. in First and Second World Wars. Chairman, Belfast Branch, 1952-62, vice-president 1963-77. Also National Council delegate, Irish Area.

Newton Abbot

The dinner dance organized by the ladies of the branch was a big success. Guest of honour was Mrs. June Thompson, wife of CPO Charles Thompson.

Royal Naval

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NOTE THE NEW H.Q. ADDRESS

The R.N.A. Headquarters staff moved into new premises on November 25. The office telephone number will be announced as soon as possible.

Busy time in North-West

It has been a busy time for the North-West Federation of Naval Associations, with many dinners and dances taking place on or around Trafalgar Day. Blustery weather prevented the Federation's Standard Parade being held outdoors at Fleetwood. The service was held instead in the headquarters of the Sea Cadet Corps with sea cadets and marine cadets providing the escort.

Representatives of many ex-servicemen's associations, including Lowton Branch, R.N.A., attended a dinner at the Grand Hotel, Wigan, and the Trafalgar Night dance at St Joseph's Hall, Leigh.

REUNIONS

Former members of the ship's company of H.M.S. Birmingham (East Indies, 1947-50) are invited to contact Mr. Lou Brown (Jock, 36 TAS Mess), of 11, Cheviot Crescent, Fintry, Dundee, Scotland, who is arranging a reunion of Old Brums.

At the last meeting of the H.M.S. Dorsetshire Survivors Association it was agreed that the association should be open to all ex-Dorsetshires, of any commission. The next reunion will be on Saturday, March 25, 1978. Details from Mr. Bill Braddon, secretary, 52, Moor Lane, St Budeaux, Plymouth. (S.a.e. much appreciated.)

A reunion of "Wartime Arks" is to be held, subject to sufficient support and the ship's operational requirements, on board H.M.S. Ark Royal at Devonport in March, 1978. Details from Mr. G. W. Wilkinson, 117, Valley Crescent, Wrenthorpe, near Wakefield, West Yorks WF2 0ND.

Mr. Sid Anning, 11, Kingsley Road, Mutley, Plymouth, is planning to organize a reunion for the lads of Blake 202 Class, H.M.S. St Vincent, 1959. He will be pleased to hear from anyone interested in the idea.

Mr. R. W. Christopher (ex-leading signaller), 7, Rugby Road, Poole, Dorset, would like to hear from anyone who served in H.M.S. Atherstone, 1940-45, with a view to holding a reunion.

WE MET AGAIN

Some stirring words — and a touch of humour — from Admiral of the Fleet Earl Mountbatten of Burma the unmistakable voice of Dame Vera Lynn, the splendid sounds of the Orchestra of the Royal Marines School of Music and the Milton Glee Club choir. Add to all this a dash of comedy; the pomp and ceremony of the parade of Standards, and a poignant finale with Dame Vera and the choir leading the singing of "Land of Hope and Glory," and you have the ingredients of the Royal Naval Association's 1977 reunion.

This sparkling event was held in impressive surroundings — the Royal Festival Hall, London, which was filled to capacity by more than 2,500 shipmates, friends and guests.

The Silver Trumpets of the Royal Marines School of Music sounded the special fanfare, "The Royal Naval Association," written by Sir Vivian Dunn, before Admiral of the Fleet Earl Mountbatten

entered the auditorium escorted by the President of the R.N.A., Vice-Admiral Sir Ernle Pope (see picture on the facing page).

Among the guests welcomed by Admiral Pope were Admiral of the Fleet Sir Peter Hill-Norton, former First Sea Lord and now President of the Sea Cadet Association; Admiral Sir Terence Lewin, First Sea Lord; Vice-Admiral Sir Gordon Tait, Second Sea Lord; Admiral Sir David Williams, C-in-C. Naval Home Command; Lieut-General J. G. C. Richards, Commandant General Royal Marines; and Commandant Vonla McBride, Director WRNS.

SWEETHEART

Comper for the evening was newscaster Richard Baker, in the uniform of a lieutenant-commander, R.N.R. Star of the show was Dame Vera Lynn, who sang all of the wartime songs which made her the Forces' Sweetheart (and she obviously is still the Shipmates' Sweetheart!) — plus some of her new Nashville numbers.

The programme ended on a rather different note, with a short service, conducted on the stage by the Rev. K. N. J. Loveless, R.N.R., during which the shipmates rededicated themselves to the service of "God, Queen, and Country."

And despite what Earl Mountbatten said in his speech about the Royal Naval Association not being "just an excuse for a good booze-up," shipmates adjourned to the bars after the show to complete the evening with a good old-fashioned "lamp-swinging session."

Members of the Harrogate Branch were busy at the reunion collection donations towards the cost of purchasing one of the limited edition of prints from the Leslie Wilcox painting of the Silver Jubilee Review of the Fleet. The aim is to hand the print — which is reproduced on the right — in the new R.N.A. headquarters.

Shipmate Jim Wilcock, branch secretary, reports: "At the end of the day we ended up (after paying a nominal sum for prizes of five

R.N.A. plaques and three sets of Second World War warships coasters) with £38, which has been handed over to the general secretary." He adds a plea for contributions from any branches unable to participate in the diary donation to assist with reaching the required total of £75.

'MARVELLOUS'

This is how some other branches saw the reunion week-end.

Thetford: A party of 17 shipmates had the pleasure of seeing their secretary, Shipmate Joan Ladell, carrying their standard "with as much dignity and bearing as the men — despite some good-humoured banter in the foyer beforehand!"

Scunthorpe: "What a marvellous week-end. Eight members and their wives made the trip to London for the wonderful show at the Festival Hall and the super parade on the Sunday. Anyone who missed the parade — Shame on you!"

Grimsby: A coach party of 38 shipmates and wives attended the (Continued on page 25)

BRANCH NEWS

Bridlington

A visit to a freezer trawler at Hull Fish Dock, followed by an interesting and enjoyable visit to the Hull Unit of the Sea Cadet Corps, gave the social season a good start and prepared the way for Trafalgar Day dinner. This was the first to be held by the branch and was greatly enjoyed by 40 shipmates and their friends. Vice-chairman Shipmate G. Wade, proposed the Loyal Toast and the chairman, Shipmate C. Braithwaite, proposed the toast to the Royal Naval Association.

Christchurch

During a group holiday in Jersey, shipmates and friends were entertained by the Jersey Branch R.N.A., and the United Services Club. The branch also had the honour of receiving (on behalf of the Norwegian Ex-Servicemen's Association) two Norwegian standards and a miniature Viking ship. These items were presented to the chairman, Shipmate A. Pullen, by "Johnny" Eleisvein and his wife. The new branch president is the Rev. S. Mc Carraher, vicar of St George's Church, Christchurch.

Gosport

There was a fine turnout for the Remembrance Day service conducted by the Rev. Stephen Palmer (branch chaplain) with the Gosport Sea Cadet Buglers in

attendance. Branch president, Admiral Sir John Lancaster, laid the wreath. Membership of the branch, which was awarded the President's Sword for No. 3 Area, has now topped the 1,000 mark. The branch is sponsoring two Sea Cadets for training in T.S. Royalist.

Gravesend

By kind invitation of the branch padre, the Rev. Hilary Day, the Trafalgar Day service was held at Milton Church, near Gravesend. The church was floodlit and beautifully decorated for the occasion. The Queen's Standard was supported by the branch standard and those of other ex-Servicemen's associations, including the standard of Dartford Branch, R.N.A. After a memorable service refreshments prepared by the ladies of the branch were served in the church hall.

Cheers!

The name of the Willesden Branch, Royal Naval Association, appears on a long list of donors who provided cash or equipment to fit out a bar at the Star and Garter Home for the Disabled Servicemen, Richmond. The branch's gift was a ship's bell to ring "time."

The new bar, which was officially opened on November 15, was the idea of Mr. Dickie Sweet, who took a keen interest in the Home while running the south-west area of St George's Taverns. He overheard a resident commenting on the lack of a bar in the Home and immediately set about rallying support from individuals, organizations, and companies, to make the dream come true.



One relic of H.M.S. Europa — the wartime Central Depot of the Royal Naval Patrol Service, at Sparrows Nest, Lowestoft — which the RNPS Association failed to recover for its museum was the huge plaque which adorned the administrative offices. Three association members have now made up the this loss by making a replica to be erected over the museum, almost in the same position as the original. The plaque is pictured above with the men who made it, Mr. Reg Pye (hon. secretary of the association, which now has 1,133 members on its register), Mr. C. Howard, and Mr. George Pearce.

Grimsby

The most surprised person at the branch's Trafalgar Day dinner and dance was Shipmate S. Ogden, who was unaware that he had been nominated as "Shipmate of the Year." The Trafalgar Day service was well attended with a Colour party of Sea Cadets from T.S. Undaunted putting on a great show. A big highlight was the visit of H.M.S. Andromeda, which is the adopted ship of Grimsby. The welcome which awaited the ship's company, who were entertained by those people with naval connections and by Grimsby police and rugby club, was overwhelming.

Harwich

Everyone enjoyed the Trafalgar Night dinner which was well attended by shipmates, their wives and friends. Guests of honour included the Mayor and Mayoress of Harwich. The chairman, Shipmate J. Gorham, presided and Shipmate A. Railton proposed the toast to the "Immortal Memory."

Hersham

Some residents from the Star and Garter Home, Richmond, and some lads from the Chessington rehabilitation centre, thoroughly enjoyed themselves as guests of the branch at the Comrades Club, Walton-on-Thames. A special word of thanks is due to the wardroom concert party from H.M.S. Collingwood who provided a marvellous evening's entertainment. Other branches with a similar home nearby will find this type of event is a most rewarding aspect of branch activities.

Lossiemouth

A big occasion for the branch was the opening of the £45,000 club extension by Cdr. G. L. Maltby, commanding officer of 849 (Gannet) Squadron, R.A.F. Lossiemouth. The club has three lounges and bars, function and dance hall, pool room and a first-class kitchen. Any shipmate visiting the Highlands is welcome to drop in and enjoy the amenities.

Lowton

The branch held its fourth annual buffet dance at the Civic Hall. The event was greatly enjoyed by shipmates, their wives, and visitors from other branches in the area. Also representatives of local Sea Cadet Units.

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NEWS IN BRIEF



Picture: Shipmate G. Davidge, Cheltenham.

reunion, which will be remembered for many years to come.

On Sunday morning the parade was a big success and was attended by even more shipmates from all over the country. "It was certainly a credit to all the branches who attended."

Doncaster: "Another successful event. All members enjoyed a very good show and an excellent parade on the Sunday morning. Our standard bearer — Shipmate Jim Williams carrying the Area Standard and Shipmate Doug Parkin with the Branch Standard — turned out in their usual smart manner. The coach party had a good trip, thanks to our driver, George. Thanks also to the Battersea Branch for their hospitality on the Friday evening and Sunday lunchtime."

BRANCH NEWS

Luton

A party of shipmates visited Stowe School for Buckingham Branch's cheese and wine party and greatly enjoyed the occasion, particularly in such marvellous surroundings. The Trafalgar Ball was another big event with an attendance of 460 shipmates, wives and friends.

Guests of honour were Admiral Sir Ernle Pope (National President of the R.N.A.) and Lady Pope, and the Mayor and Mayoress of Luton. On the following morning Admiral and Lady Pope paid a visit to the club and generously supported the ladies' efforts for charity by purchasing many articles.

Mansfield

A sailor on week-end leave was heard to say that "Mansfield matelots" were never mentioned in Navy News, so Shipmate Pete Snow has written to put this right. He extends a warm welcome to anyone in the area over Christmas to drop in at the Nautilus Club, 8, Beech Avenue, Mansfield, where the branch meets. Pete, who is the branch vice-president, is an RO1 in the R.N.R.

North Manchester

Since the branch exchanged the title of "Higher Blackley" for its present one, events have been progressing at a steady pace with a lot happening on the social side. There were two successful supper dances and a "games" evening with friends at St. Clare. There were notable runs ashore to the R.N.A. clubs at Rhyl and Llandudno and a surprise visit to Broughton House, home for disabled sailors and soldiers, to present a special R.N.A. cake made by Shipmate Sidney Bourne. A benefit concert at Bernard Manning's Embassy Club, was also greatly enjoyed by members.

Oswestry

To say farewell to outgoing branch president, Capt. H. Drew, who is moving to Scotland, the branch held a cocktail party attended by shipmates, wives and friends including the Mayor of Oswestry, Philomena Simons, a former Wren. As a parting gift Capt. Drew presented the branch with a portrait of the Queen. The branch chairman, shipmate W. Blunden, on behalf of members, presented Capt. Drew with six bottles of assorted sherry. Mrs. Drew received a naval crown brooch.

Portsmouth

A request for photographs of H.M. ships Good Hope and Glory, published in the October issue on behalf of Shipmate Joe Dilks, Portsmouth's oldest member, was answered by several shipmates, who helped fill the gaps in Joe's pictorial record of his Service career. "I am very pleased to say that I have now sufficient pictures and I would like to thank all those who helped me," he writes.

Scunthorpe

The secretary, Shipmate J. E. Kirk, wishes to remind all members of the Silver Jubilee dinner dance planned for December 10. He also asks if any shipmate can provide him with a cap tally of H.M.S. Frobisher for an elderly founder member of the branch, whose son was killed in the ship during the Second World War.

Stoke-on-Trent

The Trafalgar Day dinner and dance was a great success and was well attended by shipmates, wives and friends. The chairman, Shipmate, J. Davies, proposed the Loyal Toast and the toast to the "Immortal Memory" was proposed by Cdr. T. C. Evans, Regional Careers Staff Officer West Midlands.

Stourbridge

The branch marked Trafalgar Day with two events to be held by the branch — a flag day and a dance. The flag day, which was the first ever, raised £200 for the branch welfare fund. The dance was greatly enjoyed by shipmates and friends from other ex-servicemen's associations including the Royal British Legion and the Royal Air Forces Association. A static display, presented by CPO Kenneth Kerlie, West Midlands display unit, added the right nautical flavour and aroused great interest. The display included models of H.M. ships Birmingham and Cleopatra.

Willesden

Shipmate Stripey Burrell, on behalf of the branch and disabled shipmates and staff of the Star and Garter Home, Richmond, sends greeting for Christmas and the New Year to everyone and a special thanks for the generous support given to the modernization appeal. Four rooms in the home have been given a new-look at a cost of £1,000 a room.

A hand-carved plaque bearing the badge of H.M.S. Hood was presented to Lieut. A. E. Briggs, R.N. (ret'd.), a Hood survivor and president of the H.M.S. Hood Association, at the Warnham War Museum, near Horsham, on November 12. The museum contains a private collection of military vehicles and equipment. Lieut. Briggs also took the salute at the march past of Marine Cadets of T.S. Cossack, Crawley.

Members of the Portsmouth Branch, Association of Wrens, held their jubilee celebrations on September 24. In the afternoon they toured H.M.S. Dryad, Southwick, and in the evening there was a reception in the Fleet Chiefs' and CPOs' Mess, H.M.S. Excellent, attended by members of other branches and guests. On Sunday, September 25, a service was held in St Ann's Church in Portsmouth Naval Base.

About 130 former members of the ship's company of H.M.S. Euryalus attended their first reunion, held on October 15 on board H.M.S. Belfast in the Pool of London. Among the guests was Capt. Eric Bush, who commanded

the cruiser during her first commission (1941-43) when the Euryalus took part in Malta convoys, the Battle of Sirte, and the landings in North Africa, Sicily and Salerno. Now 78, Capt. Bush lives in Tunbridge Wells.

Past and present members of the Women's Services attended a thanksgiving service, marking 60 years of service to the Crown, in St Anne's Cathedral, Belfast. The Colour Party consisted of three girls representing each of the Services, with the Colour being carried by WRO1 Elizabeth Bell, of H.M.S. Caroline, the Belfast Division of the Royal Naval Reserve.

The Flag Officer Submarines, Rear-Admiral John Fieldhouse, laid a wreath on the Submariners Memorial, Victoria Embankment, in memory of those who lost their lives in two world wars. Members of 15 branches of the Submarine Old Comrades' Association attended the ceremony on Sunday, November 6. Among those who marched past after the ceremony were members of the ship's company of the nuclear powered submarine H.M.S. Courageous.

The first commanding officer of H.M.S. Hermes, Capt. Sir David Tibbits, who now lives in Bermuda, was welcomed on board the commando carrier when she visited Bermuda in company with H.M. ships Antrim, Kent, Diomedes, Penelope, and Arrow. When the ship called at Norfolk, Virginia, she was visited by Cdr. W. H. N. Martin, who was Commander (Air) of the previous Hermes. He left the carrier the day before she was sunk by Japanese aircraft off Ceylon in April 1942.

Mr. Albert Mortimer, of St Austell, who served in the destroyer H.M.S. Active 60 years ago, was given VIP treatment when he visited the new H.M.S. Active in Devonport Dockyard. After a tour of the Type 21 frigate he had lunch with the commanding officer, Cdr. Tony Rogers, and was presented with a picture of the ship.

Battle scenes featuring famous warships were among the works on display in the second annual exhibition of paintings by West Midlands marine artist Ian Lowe. They included H.M.S. Belfast (Battle of the North Cape, December 1943), H.M.S. Barham (Battle of Jutland, 1916), and H.M.S. Sheffield (Battle of the Barents Sea, 1942). The exhibition in Lichfield was open from November 12 to 19.

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PEOPLE IN THE NEWS

IT'S DOGTOR WHO!



"Dr. Who" girl LOUISE JAMESON introduces co-star K9 to H.M.S. Naiad's mechanical mutley, K39. Louise, who has now left the B.B.C.'s popular science fiction series, was on board the Naiad to be adopted as the ship's pin-up. She and K9 also met patients from the Kingston Children's Hospital who were on board for a party.

The Naiad's K39 was built during Exercise Ocean Safari as an answer to the ban on warship pets. The only thing he is rabid about is his look-alike television chum.

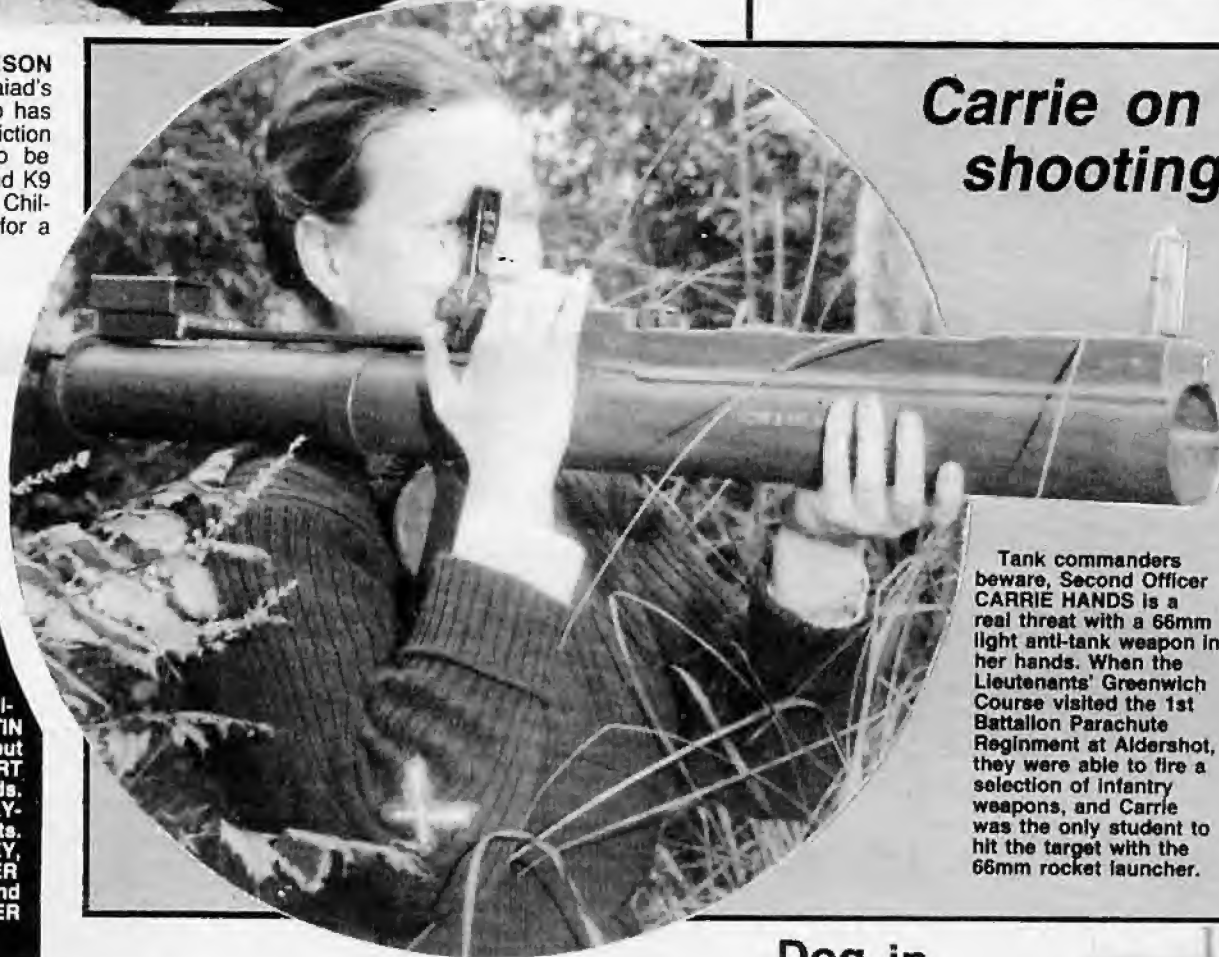
Picture: CPO(Phot) Tony Wilson.



The stew was highly recommended after the First Sea Lord, Admiral Sir TERENCE LEWIN, had lunched in the canteen while on a visit to the R.N. Store Depot, Copenacre, near H.M.S. Royal Arthur. Admiral Lewin spent five hours at the depot, one of the Navy's main electronic ships' equipment and spares establishments. And the stew? The Admiral himself recommended that.



Carrie on shooting



Tank commanders beware, Second Officer CARRIE HANDS is a real threat with a 66mm light anti-tank weapon in her hands. When the Lieutenants' Greenwich Course visited the 1st Battalion Parachute Regiment at Aldershot, they were able to fire a selection of infantry weapons, and Carrie was the only student to hit the target with the 66mm rocket launcher.

Admiral Sir HENRY LEACH, Commander-in-Chief Fleet, and FCRS ROBERT LOMAS (right) had old times and ships to talk about when they met at a presentation. Three times in his 32 years in the Navy FCRS Lomas served with the admiral.

In the early 1950s he was a PO telegraphist in the cruiser H.M.S. Newcastle, and Admiral Leach was the ship's gunnery officer. By 1975 Bob was a fleet chief and drafted to Flag Officer First Flotilla's staff. The Flag Officer was Admiral Leach. Eight months ago Bob moved to Northwood, and a month later Admiral Leach became Commander-in-Chief.

The presentation was a bar to Bob's long service and good conduct medal.

Happily throwing away their "L" plates are the latest student pilots to complete flying training with 705 Squadron at R.N. air station Culdrose. Behind them is a Gazelle helicopter on which the students qualified. Left to right are Sub-Lieuts. MARTIN MILWARD and NORMAN LEES, Lieut DUNCAN FERGUSON, Mid. BERT CLARKE, Lieut. MARTIN PINCOCK, Mids. ANDREW BARNWELL and DICK RAYMOND, Sub-Lieut. JOHN OVENS, Lieuts. NIGEL KING and STEPHEN BRAMLEY, Mid. PAUL AYRES, Lieut. PETER WALMSLEY, Mid. JOHN GOUGH and Lieuts. WILLIAM SAMPLE and ROGER SUGDEN.

Picture: LA(Phot) Peter Northcott.



Dog in the news

By all the normal rules COCKLE should be a failure as a field trials dog. She spends long periods from her owner; lives 500 miles from her handler; is used as a working dog; and is kept as a family pet.

But Cockle, a three-year-old black cocker spaniel owned by Lieut.-Cdr. MICHAEL GREGORY, has confounded the odds. She became a champion last year and represented Scotland and this year has won the 1977 championships and helped Scotland in the top spaniel team event at the Woburn Abbey Game Fair. Lieut.-Cdr. Gregory is commanding officer of H.M.S. Finwhale, on which he and Cockle are pictured. When not at sea, Lieut.-Cdr. Gregory takes her shooting. At other times she lives with his family or with her handler in Scotland.

Picture: CPO(Phot) Eric Thompson.



PEOPLE IN THE NEWS



GUN GALS!

PO Wren SANDI BEVAN and WREN JILL DARKING didn't go much on the noise and the smoke when they joined the guns' crew of H.M.S. Caledonia for a 21-gun salute to celebrate a Royal birthday. But both said they would volunteer for the next salute. CPO ROBERT LENNOX, Caledonia's Chief GI, wonders what all the fuss is about.



An unexpected visit to H.M.S. Tamar by a distinguished Commander-in-Chief, the First Lord of the Admiralty and two post-captains brought normal operations in the Hong Kong base to a complete standstill. The callers were none other than Lord Nelson, Lord Barham, Captain Hardy of the Victory and Captain Blackwood of the Euryalus — four local amateur dramatists playing lead roles in a production of Terence Rattigan's play "Bequest to the Nation."

Our picture shows Lord Nelson (deputy director of the Colony's Treasury, GEOFFREY EDEN) in conversation with an up-to-date sea captain, Lieut.-Cdr. JOHN BRADSHAW of H.M.S. Monkton.

Cheers to 47 years

The Royal Navy's longest-serving sailor, CPO JAMES JEFFRIES, toasts his retirement with Wren Phot JANICE LOWE (left) and Wren Wtr VIV HOOPER. CPO Jeffries, who turned 63 the day after he left the Service, signed on 47 years ago. He joined H.M.S. Ganges as a boy in 1930 and served in many ships, including the Dorsetshire, Vivid, Adventure, Cumberland, Rodney and Furious. Instead of retiring at 55, CPO Jeffries stayed on as gunnery instructor in H.M.S. Camperdown, the R.N.R. Establishment at Dundee.

Picture: LA(Phot) Brian Godfrey.



Ever since H.M.S. Andromeda commissioned in 1968 her laundry "No. 1" have been Mr. CHUNG MOW LAM. So it was a sad day when he was presented with a leaving tankard by the commanding officer, Capt K. A. LOW, and waved on his way to a new appointment in H.M.S. Ardent.

New Royal Marines bandmaster at H.M.S. Neptune is Band Sergt BRIAN POSTMA. His first function with the Neptune Volunteer band was at a ceremony to swear in two young Royal Netherlands Navy officers to their first commission in H.N.L. M.S. Zwaardvis, then based at the Clyde Submarine Base.

Lieut. GRAHAM KNOCK (H.M.S. Ark Royal) has taken over from FCPO DEREK CHEER (H.M.S. Collingwood) as chairman of the R.N. Referees Society. Lieut. Knock (pictured) has been on the Football Combination list for the past four seasons.



It took AB PETER REMSON ten weeks to build this radio-controlled model of H.M.S. Sheffield — not bad for a first attempt. Peter is with the Captain Weapons Trials team in H.M.S. Excellent, and will soon be joining H.M.S. Birmingham, the Sheffield's sister ship.

Picture: LA(Phot) Mike Beards.

Devenish Trophy winner

Latest student to win the Devenish Trophy is Lieut. ROBERT SIMPSON, now joining H.M.S. Tiger in the Far East. The trophy, a malleting shovel is presented to the student who improves most while on an anti-submarine warfare operational flying training course with 737 Squadron in H.M.S. Osprey.

YARN ABOUT YARNTON

A warm welcome was arranged by the Royal Navy in Hong Kong for a 65-year-old retired oil company representative who diverted there on his way home to Australia from Britain in his search into the origins of his surname.

Mr. TED YARNTON, who emigrated to Australia in 1952, had failed at Yarnton, near Oxford, to establish any links between his name and the village. But having learnt about the patrol craft H.M.S. Yarnton in Hong Kong, he decided to call.

The ship's commanding officer (Lieut. RICHARD BENHAM) presented Ted and his wife with a badge and picture of the ship and in return he received prints and a history of their namesake village.

Later Mr. Yarnton wrote to the First Sea Lord (Admiral SIR TERENCE LEWIN) paying tribute to the welcome given him on his "memorable" visit and asking the admiral to do all in his power to see that the name Yarnton continued in the Royal Navy after the present ship had retired. "Long may she reign," he wrote.



R.N.B.T. ANNUAL MEETING

Charity begins at home, Jack!



Charity begins at home, was the message which rang loud and clear at the Royal Naval Benevolent Trust annual meeting. Their problem — a common one — is how to keep ends meeting on resources stretched to the limit.

Time and effort is spent supporting a variety of well-deserving charities, but what of Jack when he gets into difficulties? It would be ironic if, on applying for help to his own benevolent organization, he found the cupboard bare.

The work of the RNBT, unlike some other charities, is confidential. Jack's response would perhaps be greater if he could read the hundreds of letters the Trust receives, appealing for help and expressing thanks for help given.

In a harsh economic climate in which prices outstrip pay, the most unlikely people suffer hardship and distress through no fault of their own.

What the Trust requires from Jack is more whole-hearted support for his own benevolent organization.

Admiral Sir William O'Brien, chairman of King George's Fund for Sailors, stressed this point when he addressed the meeting. "Jack is generous in his charitable donations," he said, "but very independent-minded in this matter. As often as not, his money goes to some well-deserving charity not remotely connected with seafarers."

He said the more Jack was persuaded that charity began at home, the more certain he could be that King George's Fund for Sailors and the RNBT would be in a position to help him and his dependants, should he get into difficulties.



'Upper deck' support for the RNBT

Support from the top was apparent at the RNBT annual meeting. Pictured from left to right, on either side of the president (Admiral Sir Desmond Dreyer), are the Commandant General Royal Marines, Lieut.-General J. C. C. Richards; First Sea Lord, Admiral Sir Terence Lewin; C-in-C Naval Home Command, Admiral Sir David Williams; and Second Sea Lord, Vice-Admiral Sir Gordon Tait.

TRUST UNDER PRESSURE

Resources were still under pressure in spite of economies, RNBT president Admiral Sir Desmond Dreyer told the 55th annual meeting.

The past year had brought an unexpected 8½ per cent. drop in the number of applicants for grants: 3,037 as opposed to 3,316 the previous year. Savings which resulted were balanced by increasing individual grants to offset inflation and higher costs.

The slight drop in the number of applications, Admiral Dreyer said, was probably due to a diminishing number of survivors from the First World War.

This trend gave no reason for optimism, he said. In a few years the reverse would happen. People who served in the Second World War and their dependants would be

coming up to retirement age. The number of grants would then go up and would pose further problems.

Admiral Dreyer emphasised the need to save money to invest for the future. He said the Trust could not ignore the fact that inflation was liable to continue and grants to rise.

FIRST PRIORITY

He said the Trust's first priority would continue to be to help those in distress.

The second priority, the need to help men to find jobs when they left the Service, was an aspect the RNBT had to cut back on. The Trust had supported the Regular Forces Employment Association over the years, but

would make their final contribution of £20,000 in 1978.

He said the Trust would continue to assist the Naval School of Motoring which helps men to drive when they are about to leave the Service, and to assist other voluntary organizations concerned with training of the disabled.

Admiral Dreyer thanked the Trust's many benefactors, including the principal one, King George's Fund for Sailors.

During the year ended June 30, the total expenditure on grants to individuals and contributions to other organizations was: relief of individuals and maintenance of Pembroke House, £272,239; provision of training and finding employment, £45,848; total, £318,087.

The Royal Naval Benevolent Trust relies on canteen rebate, voluntary donations, investment income, and legacies to continue its important work. There is no direct contribution, and no appeals are made to the public.

Head office: High Street, Brompton, Gillingham, Kent ME7 5QZ. Local offices: 2a, Tipner Road, Portsmouth PO2 8QR; Fenner Block, H.M.S. Drake, Devonport Naval Base, Plymouth; 23, St Francis Ravellin, Floriana, Malta.

Where help was needed

In the year ended June 30, the Grants Committee of the RNBT received 259 applications from serving naval personnel, including Fleet chief petty officers and other senior rates.

Hardship comes in many forms. The following extract from a letter received by the Trust from an ex-serving member of the Royal Navy, is typical of the cases dealt with by the RNBT.

It shows how easily one can revert from independence to total dependence on others. "I am a shop steward, respected by management, chairman of the Mutual Aid Society, treasurer of Sports and Social Club, also secretary of the Youth Club.

HEART ATTACK

"I suffered a massive heart attack in January. My wife gave up her job to nurse me. She then fell ill. We soon ran into difficulties, and could not make ends meet. When we screamed for help no one listened but the RNBT."

The writer of this letter is still very ill and awaits major surgery. His wife is still too ill to work.

The files of the Royal Naval Benevolent Trust contain many such letters.

What about some support from the lower deck?

RNBT



ARK AT WORK

Pictures by CPOA(Phot) Michael Gilbert,
LA(Phot) Collin Watmore, LA(Phot) J. R.
Anderson and LA(Phot) Stewart Kent.



Above — an F4 Phantom of 892 Squadron from H.M.S. Ark Royal closes with a Russian Bear D aircraft during Exercise Ocean Safari.



H.M.S. Ark Royal pictured in rough weather during Exercise Ocean Safari.

As H.M.S. Ark Royal passed the breakwater and eased into Malta's Grand Harbour, the brilliant sunshine clearly showed how the paintwork on the ship's side had been ravaged by an almost unbroken month at sea.

The Malta visit came at the end of a particularly busy period for the Ark, including the major NATO exercise Ocean Safari, her first real operational task of the year.

The Ark returned from a visit to Hamburg at the beginning of October to complete her work-up in the Moray Firth area. After her Operational Readiness Inspection she sailed south to take part in Ocean Safari, the only fixed wing strike carrier to do so.

WORE NATO HAT

During the exercise, Flag Officer Carriers and Amphibious Ships, Rear-Admiral W. D. M. Staveley, flew his flag in the Ark and wore his NATO hat as Commander Carrier Striking Group Two.

Ocean Safari completed, the Ark headed for the Mediterranean and, after a one-night stop at Gibraltar, arrived at Malta on November 5.

The Seaman Department helped by local contractors, quickly got to work on the paintwork while the Air Department smartened up the flight deck.

More than ten of the ship's company flew members of their families to Malta for the duration of the visit, where they enjoyed constant sunshine and good swimming conditions.

Below — X Unit boiler cleaners back from the "coal face." From back row (left to right) are MEMs Nowell, Kempford and Marks; LMEM Bonniwell and MEMs Walker and Luxton; MEMs Davis, Smith and Barrett and LMEM Brown; and MEM Oswald.



AND PLAY



Above — Capt. E. R. Anson (right) commanding officer of H.M.S. Ark Royal, prepares for the opening shot in what is believed to be the first conker championship held at sea. His opponent is the carrier's executive officer, Cdr. W. H. H. McLeod, who beat his captain but was later defeated by NA Steele.

The competition, which raised £12 for charity, was one of a number of recreational activities organized by the ship's P.T. staff after three weeks at sea.

Right — Wearing a borrowed aircrew helmet, LEM(AW) "Windy" Gale demonstrates the art of skateboarding on deck at Gibraltar. In the background can be seen the special Queen's Jubilee markings which 892 Squadron have painted on the radomes of the Phantoms.



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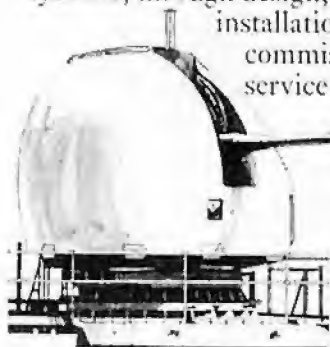
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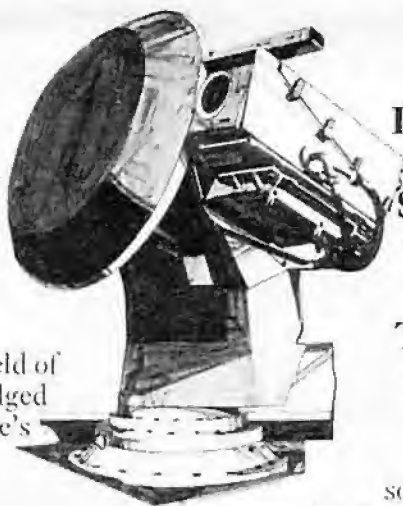
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SULTANATE OF OMAN

NAVY APPOINTMENTS

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ENGINEER OFFICER

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In the rank of Lieutenant
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Ex-R.N. Technical Officer to establish and be responsible for the planned maintenance routines for small ships and craft within the Base and a small dockyard. (An ex-R.N. Senior Rating with appropriate background and experience would be considered for the appointment in the rank of Sub-Lieutenant.)

These appointments are unaccompanied although there may be opportunities for short family visits to Oman and the age limit is 45. Conditions of service include annual emoluments commencing at the equivalent of approximately £10,800 (Lt. Comdr.), £9,000 (Lieut.) or £7,800 (Sub.-Lt.) at the current rate of exchange (tax free); a generous end-of-contract gratuity of approximately £5,000; normal naval mess facilities (when ashore) with air-conditioned bachelor accommodation and services free of charge; and 60 days home leave annually (usually taken in two periods of 30 days) with air passages paid.

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SPORT



POWren Eileen O'Hara (H.M.S. Dryad) takes to the woods during the cross-country phase of the International Services one day event at Fontainebleau. POWren O'Hara, the first female competitor to take part, was awarded a special prize by the French hosts.

DRYAD WREN RIDES FOR SERVICES

Britain's tri-Service one-day event riders did extremely well to close the gap on Germany, France and Belgium at the 1977 International Services equestrian event at the Centre Sporting d'Equitation Militaire, Fontainebleau.

Although finishing last, the British team was just six points worse off than second-place France. Considering a single fault counted ten penalty points, this was a remarkably close competition.

Germany won the event with a team of riders from their junior

international squad led by the country's Olympic team trainer.

NEW GROUND

Britain's team was again truly tri-Service and broke new ground with the selection of POWren Eileen O'Hara (H.M.S. Dryad). She was the

first female competitor to take part, and was later awarded a special prize by the French organizer.

Lieut-Cdr Boyd Holden-Crauford (H.M.S. Glamorgan) acted as Chef d'Equipe.

Capt Malcolm Wallace, Royal Artillery, won the individual dressage prize and was beaten to the overall individual prize only during the last jump of the last competition, the show jumping.

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SPORT

Adventure hustles to Auckland

Force 7 to 8 winds have hurried Adventure, the joint Service entry in the Whitbread Round-the-World race, across the Southern Ocean and into a likely second place for leg two handicap honours.

The Adventure is expected to arrive at Auckland on December 2 or 3. She left Cape Town on October 25 in company with the rest of the world race fleet.

Ahead of her on handicap was Treaty of Rome, the only boat in the race smaller than Adventure. Line honours for the leg went to the massive Heath's Condor, which nevertheless finished well down on handicap.

The passage to Auckland was as expected: hard, fast, and icy cold. Force 7 and 8 winds hustled the yachts along week after week. In fact, Adventure's first report of relatively light winds came on her 20th day out of Cape Town.

ICE LINE

Although never less than 200 miles north of the ice line, Adventure's crew reported large numbers of icebergs. The low temperatures and high seas made racing an exhausting business, but morale in the Nicholson 55 from Hornet, Gosport, was said to be very high.

A memorable incident for the Service crew — which included Royal Marines Capt. Ian Leslie, and Navy representatives Lieut. Roger Cassley, PO Tony Brown, and CEM1 Ernie Wise — was a "scrape" with a whale. The meeting was limited to a glancing bump which appeared to damage neither whale nor yacht.

Remarkably little damage was reported during the hazardous second leg. Adventure's heavy big boy sail was twice damaged and will be replaced at Auckland. The only other damage was to a section of main boom kicking strap track and the spinnaker pole.

ROLLED HARD

Both suffered when the boat rolled so hard that they were smashed against the surface of the water.

The third leg of the race is due to start from Auckland on December 27. In charge of Adventure will be Lieut.-Cdr. Ian Bailey-Willmot, who will have been promoted to commander by the time Rio de Janeiro is reached.

Under him he will have no fewer than five naval representatives, including watch leader CPO John Giblett from the Joint Service Sailing Centre. The other Navy crew are Lieut. Nigel Chambers (H.M.S. Superb), Lieut. Philip Walters (S19 Squadron), CPO John Kay (recently of Warspite but now attached to JSSC) and CPO Pony Moore (Defiance).

CAPE HORN

Flight-Lieut. Ian Miskelly is the R.A.F.'s sole crewmember, and Capt. John Rainer, R.E., Capt. Ashley Menton, R.A., and Capt. John Moore, R.A.E.C., complete the ten-strong company.

Cape Horn will be looming large in their thoughts in the coming weeks. Adventure is expected to round this timeless challenge some time during the third week of January.

Alan's marathon effort lands him in the top 50

Lieut Alan Ratcliffe of H.M.S. Caledonia made up for a recent disappointment with the race of his life in the Cleveland County marathon. His finishing time puts him in the top 50 in the country.

He decided to do the marathon only after training hard for the London to Brighton road race, then having to drop out because of illness.

But all that long distance training was not wasted. In Cleveland he covered the 26 miles 385 yards in two hours 25 minutes.

This was probably Lieut Ratcliffe's last

big race as he is due to join H.M.S. Herald in the New Year.

CROSS-COUNTRY

The Navy's cross-country team did well to finish third ahead of local rivals Portsmouth A.C. in their fixture at Coulsdon, Surrey.

Although soft under foot, conditions were

right for a fast race and again AB Steve Hall (H.M.S. Nelson) was the best Navy runner. He finished fourth overall, just 20 seconds behind the winner on the six mile course.

Colour Sgt Dave Balderson (R.M. Poole) and Lieut Ratcliffe were the second and third Navy runners, in 17th and 18th positions overall.

SAVED!

Saved! POMEM Dave Hillier in the H.M.S. Sultan goal dives to deny Collingwood a goal in the Navy Cup final played at Sultan. Collingwood eventually scored five times.

Picture: The News, Portsmouth.



Collingwood's cup

H.M.S. Collingwood won the Navy Cup for the sixth time by beating H.M.S. Sultan in the 1977 final at Sultan, writes Jack Sheppard.

Collingwood were two up at half time and ran out clear winners with an emphatic 5-0 scoreline. Jimmy Stevenson scored a hat trick and Dave Wilde got the other two.

Two other Portsmouth-area establishments — Daedalus and Excellent — have won this premier naval cup competition six times. But H.M.S. Drake are still some way in front of all three. The Devonport side have claimed the championship eight times.

Sultan never gave up despite a defeat which means their name still does not appear on a trophy contested since 1905.

Navy selector and coach CPO Derek Godwin has drawn up a short-list for his representative squad. This follows a long

search, and trials at Victory Stadium, Portsmouth, for 44 players.

It was heartening to see new talent emerge: Kevin Maddocks and Martin Hicks of H.M.S. Kent, Kevin Barnes (R.N.H. Haslar), and Scouse Beaufort (Drake) were four that caught the eye, along with the nucleus of last season's side.

As part of the trials, two teams were chosen to play Southampton F.C. and Sussex. Jimmy Stevenson and Mark Williams scored in the Navy's 2-0 win over the side from The Dell, and Ian Moss and Steve Littlefair found the net in a 2-2 draw against Sussex.

Only other representative match to date was against the

Universities Athletic Union at Bath. Gale-force winds and driving rain turned the result into something of a lottery, and U.A.U. took their chances to win 3-0.

YOUTH

Activities at Youth level have been restricted to the Commands. CPO Charlie Brown, the former Combined Services and Navy Player, has been getting the Portsmouth area team together once a week for coaching and training.

A blow for the side was their early exit from the F.A. County Youth competition, beaten 1-0 by Berks and Bucks.

A severe test awaited the Youth team at H.M.S. Raleigh on November 30, when they were due to play an England youth representative team. Incidentally, CPO Brown (FMG Portsmouth) and Lieut. G. Atkey (Osprey) need all the support they can get to sustain a successful Youth side.

KNOCK-OUT

The Navy Knock-out Cup competition has produced three area finalists in H.M.S. Neptune, H.M.S. Drake and H.M.S. Sultan. These three, together with the winner of the clash between H.M.S. Daedalus and H.M.S. Warrior, will go into the hat for the semi-finals proper.

The final is scheduled for December 14, the venue depending on the teams competing.

Fire-fighting duties have had their inevitable and disappointing effect on team selection for U.S. Portsmouth and Devonport Services.

INTERNATIONALS

London Scottish, with their battery of internationals, played scintillating rugby against U.S. Portsmouth during their 70 point massacre, but had previously put 50 and 45 points respectively on Cambridge University — subsequently conquerors of Gloucester — and Northampton.

On a bright note, all connected with the Navy game were delighted to see Sub-Lieut. John Leigh, now getting a regular run with Bristol, selected for the South West in the national area trials.

What a wopper

OEMI Richard Wilton of H.M.S. Bulwark took 35 minutes to land a 24lb. 12oz. pike at Chichester Leisure Centre. Richard is a member of the Portsmouth R.N. and R.M. Coarse Angling Association.

REFS REFRESHED

Fifty R.N.F.A. referees gathered in H.M.S. Dolphin for their annual refresher course. The course is the focal point of the R.N.F.A. Referees Society's year and provides an opportunity for officials to meet and discuss problems generated by the game.

Themes of this year's course were uniformity and consistency, and excellent papers were given by Navy coach Derek Godwin, F.A. instructor John Watts, and Ken Ridden, the recently appointed National Referees Training Officer.

After a long spell as both committee member and chairman, FCPO Derek Cheer (Collingwood) was chairing his last Referees Society function. He is soon to resign in favour of Lieut. Graham Knock, of H.M.S. Ark Royal.

WHEN, WHAT AND WHERE

DECEMBER

- 1—Boxing: RN v North Wales (Llandudno).
- 2—Hockey: Navy Cup final; Squash: RN v Woking (Woking); Swimming: RN v Channel Islands (Channel Islands).
- 2-3—Basketball: Training WE Matches (H.M.S. Raleigh).
- 3—Chess: RN v Army (Arborfield); Hockey: RNWHA v Southampton (Clarence); Taunton: RNWHA v Taunton (Taunton).
- 3-4—Kayak: River Dee Race 2 (N.

Wales).

- 4—Hockey: RN v Taunton Cherubs (Taunton); Hockey: RNWHA v Havant (Havant); Netball: RNWHA v Avon (Avon); Basketball: RN v Plymouth (Plymouth); Hockey: RN U21 v Hants U19 (USSC Portsmouth).
- 5-6—Squash: RN Ratings Tournament (USSC Portsmouth).
- 7—Football: RN v. Fire Service — 1400 (Portsmouth); Hockey: RN Knockout Cup Final (USSC Portsmouth).

- 9—Boxing: RN v London (NE) (London).

- 10—Chess: Combined Services v Civil Service (London); Rugby: RN U19 v Kent Colts (Chatham); Hockey: RNWHA v Bishop's Otter (Clarence); Badminton: RNWBA v Isle of Wight (Ventnor).
- 11—Rugby: RN U19 v Suffolk Colts (Chatham); Table Tennis: RNWTTA v Surrey County (Guildford); Volleyball: RN v BEMI v Vibes (Bristol).
- 14—Football: RN v Plymouth Argyle

- 1930 (Plymouth).
- 16—Squash: RN v Hampshire (USSC Portsmouth).
- 1-31—Rifle: Smallbore Rifle and Pistol Championships (Postal).

JANUARY (1st week)

- 6—Squash: RN v Civil Service (RNC Greenwich); Sailing: RNSEA AGM Prize Giving and Reunion (City of London).
- 7—Hockey: RN v Loughborough (Loughborough).

SPORT

Boxers get new coach off to winning start

PO Mick Shone's career as Navy boxing coach got off to a flying start at Coventry and Bath last month when his squad opened their new campaign with victories over Warwickshire A.B.A. Select and Western Counties.

AB Wayne Green's easy win over England international Eddie Byrne at Coventry earned him England call-ups against Rumania at Liverpool on November 30 and Young England in London on December 13.

So impressive was the H.M.S. Drake man's form that Boxing News rated him the country's top light-welterweight. A week later Green confirmed this opinion with an excellent win over Western Counties' Chris Sanigar, the 1977 A.B.A. finalist.

AB Tommy Taylor (Vernon), the Navy's light-heavyweight champion, also got a No. 1 rating after the squad's 5-4 victory over Warwickshire Select.

JS Kevin Hay (Phoebe) got a points decision on his first outing in a Navy vest. RO Mervyn Lescott (Dolphin) stopped his man in the second, and England light-middleweight AB Nick Croombes (Collingwood) was awarded a walk-over when his opponent withdrew.

DECISIONS

Two decisions which angered PO Shone were those against AB Mick Garrity (Intrepid) and SA Roy Greenacre (Vernon). Both men appeared to have outpointed international opponents but lost on majority decisions that were booed by an impartial home crowd.

Big Roy Greenacre returned to form against Western Counties, knocking out his opponent in the second round as the Navy stormed to a 7-3 victory.

Newcomers MNE Steve Taylor (42 Commando) and CEM Tim Wilson (Salisbury) both won impressively, the latter in the first round. A third new vest, welterweight OEM Michael Butler (Cochrane), dropped a majority decision to the current Combined Services champion, Aspel of the R.A.F.

THIRD WIN

MEM Mick Chance (Defiance) and AB Tommy Taylor (Vernon) won their bouts, Taylor registering his third successive victory over the unfortunate Western Counties champion, Jenkins.

Biggest disappointments of the evening were the split decision awarded to A.B.A. semi-finalist Sammy Cobourne against AB Croombes, and the decision which was the only thing that appeared to beat MNE Andy Gill (40 Commando).

Nevertheless, the Navy squad has got off to a great start, and will have gone into their match against North West Counties at Barrow-on-Furness on November 25 full of confidence.

Plymouth see off Royals' challenge

Plymouth took the Command title at the R.N. novice and youth boxing championships, but not without a frantic challenge from the Royal Marines.

Eighty-five boxers gathered at H.M.S. Drake for the championships, and by the time the finals had been reached it was obvious the team prize lay between Plymouth and the Royals.

The Royals fought hard to wipe out an early Plymouth lead, but to no avail. Typical of their spirit was the whirlwind start made by MNE Milliken (42 CDO) against Plymouth's LPT Wilson. But Wilson kept his head and fought back so strongly in the second round that the referee had to intervene.

Biggest ovation of the night was reserved for CPO Tony Oxley, the retiring Navy boxing coach. He was presented with a tankard by Major-General R. J. Ephraums, president of the R.N.B.A.

Team results were: 1, Plymouth (24 points); 2, R.M. (20); 3, Portsmouth (11); 4, Naval Air Command (6); 5, Scotland (5); 6, Medway (1).

INDIVIDUAL FINALS

Youth welterweight — MEM Turner (Raleigh) beat JSEA Maskell (Cambridge), points, unanimous.

Novice titles:

Flyweight — JSEA C. Storey (Plymouth) beat APP T. J. Holden (Ply), referee stopped bout, 2.

Bantamweight — REM D. G. Harris (Ply) beat ROI G. Owen (Ports), r.s.b. 2.

Featherweight — MEM B. Clark (Scot) beat MNE R. M. Mullaney (R.M.), pts, majority.

Lightweight — MNE S. J. Morris (R.M.) beat JSEA K. Hay (Ply), failed to beat count, 1.

Light-welterweight — LS Deakin (Air) beat MNE J. Devlin (R.M.), pts.

Welterweight — MNE D. Roberts (R.M.) beat JS H. Marten (Ply), pts.

Light-middleweight — CEM T. Wilson (Ply) beat MNE J. McGinley (R.M.), fthe 2.

Middleweight — SEA T. Hopkinson (Ports) beat MNE A. Turner (R.M.), pts, u.

Light-heavyweight — LPT D. Wilson (Ply) beat MNE C. Milliken (R.M.), fthe 2.

Heavyweight — MNE B. Cooper (R.M.) beat APP O. Affili (Ply), pts, u.



Culdrose are pictured on the attack against Yeovilton (light vests) during the Naval Air Command basketball championships at H.M.S. Daedalus. Culdrose took the trophy by one point from their hosts, and Culdrose skipper LEM(A) Peter Darlington (No. 15 in the picture) was nominated player of the tournament. Results were: 1, Culdrose, 6 points; 2, Daedalus (5); 3, Yeovilton (4); 4, Portland (3).

HIBERNATION SEASON FOR THE GOLFERS

We have arrived at the season when golfers go into hibernation and look forward to their prospects for the next year, writes John Weekes.

Navy golfers are no exception to the rule — unless they are fortunate enough to be "foreign." The Navy's 1977 fixtures have been completed, and although great enthusiasm was shown it would be unrealistic to say the team had a successful season.

Is there much chance of an improvement in 1978? The

Inter-Service tournament is the one the Navy would most like to win. This takes place at Royal Cinque Ports Golf Club, Deal, on September 25-25, exactly three weeks after the Inter-Command match play championships at the same club.

This should ensure that the team knows the course and is in practice. It might also make selection easier.

The Army, however, are as strong as ever, and despite the Navy's encouraging start against the R.A.F. this year, it would be foolish to rate chances of a naval victory too highly.

AT SEA

A number of Navy golfers are likely to be at sea. H.M.S. Avenger will have both Lieut. Jim Grieve and LRO Nobby Stiles on board, while H.M.S. Ark Royal claims Lieut-Cdr. David Codd and Bandmaster John Whelton.

REM Ken Taylor is in H.M.S. Sovereign, and even the current Navy champion, Lieut. Malcolm Edmunds, has been "threatened" with a sea billet.

It is to be hoped that they will keep match fit and be available for the more important fixtures.

STROKE-PLAY

The Inter-Command stroke-play and the Navy open championships have been brought forward in 1978 to June 27 to 29. They are being held at Blackmoor Golf Club, so will at least be convenient for Pompey natives.

Despite Naval Air's 1977 success, I suspect Portsmouth Command will start as favourites on their home ground. It would be a pleasant change if Medway managed to win.

Perhaps it may all depend on who gets a draft chit to where in the meantime.

Biathlon teams qualify

Two Royal Navy teams have qualified for the national biathlon championships at Crystal Palace on December 10 and 11.

At the South-West Area championships last month, Navy athletes filled the first six individual positions, and the Navy A team scored 400 more points than the total which won last year's national biathlon team championship.

First was POPT Tim Keneally with 2,217 points. He was followed in by APP Steve Reynolds of H.M.S. Collingwood on 2,202, and MEM Danny Boon (Falmouth) on 2,121.

Their team total was also a new Navy record. Biathlon involves two of the five modern pentathlon disciplines — running and swimming.

The other Navy team to qualify consisted of PMT Pat Dunleavy (Osprey), and two Yeovilton athletes, LPT Paul Clucas and STD Trevor Glenn.



Pictured above is Surgeon-Lieut. Alex Wilson-Mills, who recently smashed one of the Navy's longest standing sprint swimming records. His time of 49.9sec. for the 100yds. freestyle broke the 50sec. for the first time in the Navy, and pushed him straight in to the British rankings.

Lieut. Wilson-Mills, now serving at Arbroath with 45 Commando Group R.M., is a former Scottish international swimmer at 200m. freestyle. He captained the Scots at the Christchurch Commonwealth Games in 1974.

Squash team reels off five victories

Five consecutive victories have given the Navy squash team an excellent start to the season, writes Mike Benson.

So far the Navy has beaten Kent (3-2), BRNC Dartmouth (5-0), Devon (3-2), London House (4-1), and Cornwall (4-1).

Fourteen players have taken part in the early-season programme and the standard of play has continued to improve in pace with the national trend. Once again the spearheads of the team have been Mech I Frank Smith and Mech I Irvine Pratley, but the most marked improvement has come from Lieut. Peter Des Clayes, whose game has matured considerably in the last year.

Increased competitiveness in the county leagues has been an undoubted influence in the overall improvement that has taken place. There are now four naval teams in the various divisions of the Hampshire league and two in the Devon league, and all are struggling to maintain their places against strong civilian opposition.

Plymouth are to be congratulated on wresting the Inter-Command squash title from Portsmouth. They triumphed in a tournament at Manadon which was exciting right up to the last match and individual contest.

Sub-Lieut. Chaplin proved much too strong for his opponents at first string, but in other games the level standard of play was a feature of the tournament.

It is not possible to single out individual performances from the overall high standard, but it was good to see the considerable progress made by Lieut. Peter Des Clayes, Lieut. Andy Dick (Air), and Colour-Sgt Dave Humphries (R.M.).

RNEC Manadon remains the only suitable venue in the Home Command for a tournament of this nature, and the Navy will be hosting the Inter-Services there in February.

Final placings at the Inter-Command tournament were: 1, Plymouth; 2, Portsmouth; 3, Air; 4, Royal Marines; 5, Medway and Scotland; 6, Fleet.

Unofficial rankings of the Navy squash players put 1976 champion Sub-Lieut. Paul Chaplin in the top spot. The top ten are:

1. Sub-Lieut. Paul Chaplin (Exeter University).
2. Lieut.-Cdr. Robin Bawtree (H.M.S. Charybdis).
3. Lieut.-Cdr. Philip Pool (ASWE).
4. Lieut. Jolyon Ralston (42 Cdo R.M.).
5. MECH I Irvine Pratley (H.M.S. Daedalus).
6. MECH I Frank Smith (H.M.S. Sultan).
7. ELMN I Geoff Huggins (Yeovilton).
8. Cdr. Brian Taylor (H.M.S. Cochrane).
9. Lieut. Peter Des Clayes (RNEC Manadon).
10. Lieut.-Cdr. Colin O'Keeffe (CINCFLEET).

'FIVES'

(Continued from Page 1)

Men whose 22 or 27 years end before May 31 next year and who are serving in branches which will definitely have vacancies will be informed separately that they can apply to be considered at a special board which will sit as often as necessary in H.M.S. Centurion before the next Board, so that they can know the outcome as soon as possible.

When restrictions on "fives" were imposed earlier this year, the Admiralty Board realised the disappointment which would be caused, especially to valued senior ratings, and in some branches already short of men. But the Board decided that this was preferable to affecting the normal career expectations of men wishing to complete 22 years service.

The other measures imposed by the Board to meet the Defence Review target are to continue. These are restrictions on recruiting and short extensions of service, and strict application of the present rules about standards of men applying to re-engage before the 22-year point and applying to withdraw notice previously given.

Full details of the new situation on "fives" will be given in DCI(RN) 764/77.

QUENCH NAVY!

Sailors in front line

Right across England and Scotland, and in parts of Northern Ireland too, men of the Royal Navy and Royal Marines have been tackling fires from suddenly - familiar Green Goddess fire appliances on which they had never previously cast an eye.

Drawn from virtually every specialization, the men have been working a 12-hour watch system, sometimes in bitterly cold weather, resolutely dealing with everything which has come their way.

In some places, the Green Goddess teams have been accommodated in Service establishments, but away from Service areas they have been housed in a variety of gaunt huts, halls and other buildings, although every effort has been made to provide as many facilities and as much back-up support as possible.

White Ensigns and Navy slogans have appeared in some unlikely places and the public in many spots not normally associated with the Navy have come to realize what a versatile organization the Senior Service can be. In some places residents have gone out of their way in showing kindness to the sailors and other Servicemen too.

To operate the watch system, each Green Goddess has two crews of six, with a chief or PO in charge of each.

Quiet and busy spells have been reported in signals arriving at fire operation headquarters in Ports-

Ratings practise with hoses and a Green Goddess during a training session on the Phoenix (Portsmouth) firefighting ground, Horsea Island, before taking over their emergency role of protecting the public.

Picture: LA (Photo) Jim Miller



All eyes on the birds



mouth. At the time of going to Press no serious injuries had been reported, although there had been a few minor injuries and some men had needed oxygen after being overcome by smoke.

INSTRUCTION

A quick course of instruction on the Green Goddesses and in basic firefighting, rescue work and breathing apparatus, was given by

Navy instructors to naval men, as well as to thousands from the Army and R.A.F., at the NBCD School, Phoenix, and at the firefighting schools in H.M.S. Cochrane, H.M.S. Raleigh and H.M.S. Pembroke. Quite quickly a throughput of 750 men a day was achieved.

Men have been provided by the Flag Officers Portsmouth, Plymouth, Scotland and Northern Ireland, and Naval Air Command, and areas where the Navy has provided civilian fire cover includes Central Scotland, Northern Ireland, Devon, Cornwall, Somerset, Gloucestershire, Wiltshire, Dorset, Hampshire and the Isle of Wight, London, the Midlands and Yorkshire. The Royal Marines have been prominent in the work in several places, including the Midlands, where 1,250 Royals have been operating.

Twenty-seven five-man special fire rescue teams have also been provided by the Navy, operating initially in Scotland and later being introduced in the East, South East and South West. These teams, which operate from Land Rovers and have an officer in charge, are equipped with cutting gear, lighting, and full breathing apparatus.

The Nuffield Trust has made a grant to help in some of the more uncomfortable spots and by the end of the second week of the strike £600 had been spent on items such as indoor games and short-term TV hire.

Fire coverage for ships and naval establishments has continued to be provided by sailors, and the Navy's operational programme has not been affected by the civilian cover.

SHIFTING SOOT

After following advice to bring shampoo for tidying-up after fire fighting training at Phoenix, one Army brigade asked for confirmation in writing that the shampoo was necessary so that a claim could be made. A Navy signal confirmed that shampoo had been strongly recommended, and added: "A shower, shampoo, and shave should shift soot from soldiers' shoulders."

PAY

(Continued from Page 1)

"In addition, tradesmen who are nearing the end of their military service are encouraged to join an appropriate craft union in order to help them on their return to civilian life.

"As I said in the House on November 8, I can see no objection in principle to the Armed Forces seeking some form of representation if they were so minded, though I am not aware of any internal pressures in this respect.

"If such a proposal were put forward it would involve many complex issues which would require very careful consideration."

SWORD SEARCH

Ever willing to assist the police with their inquiries, we print this picture of a naval ceremonial sword now in the custody of the Lincolnshire Constabulary. "The sword in scabbard was seized from a Spalding man who was in possession of this property under extremely suspicious circumstances," the police tell us.



Anyone who can help to return the sword to its rightful owner is asked to contact the Police Office at Spalding, Lincs. (Tel. Spalding 2233).

CALENDAR 78

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Two beautiful "birds" — a Seafire and a Sea Fury of the Fleet Air Arm — attracted plenty of attention when they were parked in Old Change Court, opposite St Paul's Cathedral, before the Lord Mayor's Show on November 12. Even more eye-catching were these beautiful girls who were in London for the Miss World contest and turned out to be photographed with the Royal Navy.

The Fleet Air Arm's only remaining Seafire was carried on a float in the procession, as the personal symbol of the new Lord Mayor, Air Commodore Sir Peter Vaneck, who flew Seafires and Sea Furies with the Home Fleet before leaving the Navy in 1949.

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